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LOK SABHA DEBATES



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LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA DEBATES

7599

7:00

LOK SABHA

Tuesday, 1st April, 1956.

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Grants to Medical Colleges from Rockefeller Foundation

+ +

*1355. { Shri S. C. Samanta:
Shri Barman:

Will the Minister of Health be pleased to lay a statement showing:

(a) the names of Medical Colleges in India who have received grants from the Rockefeller Foundation in 1957-58;

(b) the amount granted to each;

(c) whether the grants were made for special purposes; and

(d) if so, what are they?

The Minister of Health (Shri Karmarkar): (a) to (d). A statement giving the required information is placed on the table of the Lok Sabha. [See Appendix VI, annexure No. 71.]

Shri S. C. Samanta: May I know whether fellowship and travel grants were also granted to these institutions?

Shri Karmarkar: I find that three fellowships and two travel grants each to the King George Medical College, Lucknow, and the Christian Medical, Vellore, and one fellowship to the Seth G.S. Medical College, Mumbai, were granted during the

year. One fellowship and two travel grants were also made to the Faculty Members of the All India Institute of Medical Sciences.

Shri S. C. Samanta: May I know whether any visitors from this Foundation came to India during the year and visited these institutions?

Shri Karmarkar: I have not got that information ready with me. I should not like to trip on that point. I should like to find out.

Shri Tangamani: May I know whether there is any stipulation for giving these grants that a portion should be given to Christian medical colleges?

Shri Karmarkar: No. The grant has been made. Therefore it has to be given. There is no condition. It is settled by mutual agreement. They consult us in these matters. In the case of these we normally agree and the grants are made.

Shri V. P. Nayar: Although the amounts are not very substantial, may I know whether such grants are made by the Rockefeller Foundation to the various institutions without any consultation with the Government of India or whether before they allocate funds for the various institutions, they take the opinion of the Government of India at least in respect of the specific problems for which these grants are given?

Shri Karmarkar: They normally consult us.

Swami Ramananda Tirtha: Is there any proposal to extend these grants to medical colleges started by the State Governments on their own initiative?

Shri Karmarkar: There is all the possibility. If any State Government is particular, I wish they make a move in the matter.

Export of Foodgrains to Nepal

*1356. **Shri Gajendra Prasad Sinha:** Will the Minister of Food and Agriculture be pleased to state whether any foodgrains have been recently exported to Nepal from India?

The Deputy Minister of Agriculture (Shri M. V. Krishnappa): Yes, 1,500 tons of rice from Government Stocks in the months of December, 1957 and January, 1958.

Shri Gajendra Prasad Sinha: May I know whether any other foreign countries have also sent food to Nepal via India?

Shri M. V. Krishnappa: We read in the press that America is giving some food, aid to Nepal; some wheat.

Shri Gajendra Prasad Sinha: May I know what is our total commitment for the year 1958-59, if there is any?

Shri M. V. Krishnappa: We had promised to Nepal last year 2,500 tons on payment of cost, about 10,000 maunds as a gift and 8,100 tons on a replacement basis, as a loan. Out of the 3,100 tons, the portion that has been exported now to Nepal is the last portion. It is almost completed now.

Shri Panigrahi: May I know the price at which we supply Indian rice to Nepal? May I know whether any rice which is imported is also supplied?

Shri M. V. Krishnappa: It is a loan on a replacement basis. They will have to replace it.

Mr. Speaker: The question is whether it is indigenous supply or rice that is imported is also supplied to Nepal.

Shri M. V. Krishnappa: I do not have the details whether it is imported or also indigenous. I require notice.

Shri Thirumala Rao: May I know the price at which rice is supplied to Nepal?

Shri M. V. Krishnappa: It is a replacement loan. The question of price does not arise because they have to replace the rice to India again.

Shri Gajendra Prasad Sinha: What are the terms of repayment by Nepal?

Shri M. V. Krishnappa: They have to replace it, as early as they are in a position to do so.

इरविन अस्पताल से सम्बद्ध मंडिकल
कालेज

+
१३५७: { श्री स० च० सामन्त :
 { श्री भक्त वर्णन :
 { श्री दी० च० कर्मार :

क्या स्वास्थ्य मंत्री १६ दिसम्बर, १९५७ के तारीकित प्रण संख्या १३७४ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंग कि दिल्ली में इरविन अस्पताल से सम्बद्ध एक नया मंडिकल कालेज खोलन की दिशा में इस बीच क्या प्रगति ई है ?

स्वास्थ्य मंत्री (श्री कर्मारकर): एक विवरण लोक-सभा की बेंज पर रख दिया गया है। [देखिये परिचय ६, अनुबन्ध संख्या ७२]

An Hon. Member: In English also place.

Mr. Speaker: Yes.

Shri Karmarkar: A statement is laid on the Table of Lok Sabha. (See Appendix VI, annexure No. 75).

Shri S. C. Samanta: May I know whether students from other States also will be allowed to prosecute their studies?

Shri Karmarkar: This is principally a college for Delhi students. So far as I can see, students also from the

Union Territories like the Himachal Pradesh are likely to be admitted.

Shri V. P. Nayar: I find from the statement that of the required staff, only three members have been so far selected by the U.P.S.C. It is also stated that the college will commence by this year. I want to know what will be the strength of the staff recruited through the U.P.S.C. and by what time they will take charge.

Shri Karmarkar: I understand that the number of posts immediately required for the college, as my hon. friend may be aware, has been sanctioned with effect from 1st March, 1958. The staff that would be immediately required is for what we may call the pre-clinical stage: staff for anatomy, physiology, etc. I am sure necessary staff will be recruited before long.

Shri V. P. Nayar: Our experience is that when the U.P.S.C. makes the selections, it takes a few months, sometimes six, sometimes eight, even if the most expeditious work is done. It is stated in this statement that the college will commence this year itself, within a few months. What is the machinery by which the Government propose to recruit this staff?

Shri Karmarkar: I think if the Administration finds that the U.P.S.C. may take a long time, it may make immediate tentative arrangements. In the first instance, we may have to go along with tentative arrangements.

Shri D. C. Sharma: May I know how this college is going to be administered: directly by the Ministry, or has some trust been created for administering it?

Shri Karmarkar: No. It is a Government college. It will be mainly under the auspices of the Delhi administration.

Shri Achar: Will admission be allowed to students from all over India or only to students of Delhi and Himachal Pradesh?

Shri Karmarkar: I think it is primarily for Delhi. If the College is short of attendance, they may welcome students from all over India. The tendency nowadays is to join the nearest college.

Shri S. C. Samanta: May I know whether scientific instruments and other apparatus necessary for the college have been procured?

Shri Karmarkar: Yes, Sir.

Slum Clearance Schemes in Delhi

*1358. **Shri D. C. Sharma:** Will the Minister of Health be pleased to lay a statement on the Table showing the number of schemes taken up during 1957-58 for the clearance of slums in Delhi and state the progress made thereon?

The Minister of Health (Shri Karmarkar): A statement showing the schemes taken up during 1957-58 for the clearance of slums in Delhi and their progress is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 73.]

Shri D. C. Sharma: May I know how much of this scheme is going to be implemented in 1958-59 and how much of it will be carried over to the remaining years?

Shri Karmarkar: During 1958-59, a provision of Rs. 1,50,00,000 has been made for slum clearance in the Budget estimates. The proposed schemes to be undertaken during 1958-59, with your permission, are: subsidised housing in industrial areas, 260 houses; subsidised housing within slum areas to be acquired during 1957-58, re-development of the triangular plot in Subzimandi, acquisition and development of land for housing purposes, 100 acres; clearance of slums in Motiakhan, Qadam Sharif, Manakpur and Serai Rohilla, 65 acres; transit camps 144 houses; slaughter house—token provision has been made; improvement in slum

ketras. Under these various items provision has been made for Rs. 77·95 lakhs. For completion of schemes already in operation, Rs. 77·56 lakhs. That is our programme.

Shri D. C. Sharma: May I know if this scheme will be implemented by the Delhi Corporation or by the Ministry or by some other authority?

Shri Karmarkar: I cannot say what will happen during the next year so far as the Corporation is concerned, but at the present moment, this is being continued by the same machinery which was in operation this year.

Shri B. S. Murthy: May I know how many of these schemes received the co-operation of the slum dwellers?

Shri Karmarkar: Except when artificial obstructions are put in, normally there is co-operation from the slum dwellers.

Shri B. S. Murthy: My question is: how many of these schemes have received the co-operation of the slum dwellers?

Mr. Speaker: He has said that normally all the dwellers agree and co-operate except where they are impelled by other people.

Shri Tangamani: For the year 1957-58 we find that there are eleven schemes for slum clearance for Delhi, and the hon. Minister also stated that Rs. 1 crore has been set apart, but may I know whether the amount which has not been spent in the year 1957-58 will lapse, or whether the same amount will be allowed to be spent?

Shri Karmarkar: As I said a moment ago, a provision of Rs. 72-odd lakhs has been set apart for continuation and completion of the schemes already taken in hand. So, it does not matter whether technically anything lapses or not.

Shrimati Roma Chakravarty: Is it fact that the Government is also

allocating certain funds for alternative schemes in the interim period when the slum clearance will be made, and if so, what is the amount allocated for Delhi, and where will the alternative accommodation be found?

Shri Karmarkar: I have just now read out all the information that I possess at the moment. If there are any more points, I should like to find out on notice.

Shri D. C. Sharma: In the statement several authorities have been mentioned, somewhere the Delhi Development Authority and somewhere the Delhi Improvement Trust. May I know by whom these schemes are being administered at present? Are they being administered directly by the Ministry, or by the Ministry in co-operation with these various authorities to which reference has been made in the statement?

Shri Karmarkar: I think the better way will be to place the statement on the Table of the House giving the various schemes and the agencies for their operation.

Medical and Public Health Organisation

*1360. **Shri R. C. Majhi:** Will the Minister of Community Development be pleased to state:

(a) the number of States where the Medical and Public Health Organisation is working under unified control in the Block area; and

(b) whether any direction has been given to the States regarding this?

The Minister of Community Development (Shri S. K. Dey): (a) All the States.

(b) Yes, Sir.

Shri Shivananjappa: May I know whether any doctors or health visitors are recruited for this purpose?

Shri S. K. Dey: Yes, Sir. Every primary health centre in a community development block provides

one medical officer, one lady health visitor, four midwives and associated staff and sanitarians.

Shri Raghbir Sahai: I would like to know what steps have been taken by these two organisations to encourage and popularise indigenous medicines, the efficiency of which has been tested by use from time immemorial?

Shri S. K. Dey: Wherever indigenous medicines are popular, the State Governments are trying to establish units administering the indigenous medicines.

Dr. Ram Subbag Singh: May I know whether the Government are aware that the medical officers attached to certain NES and CD blocks are not having medicines, and if so, whether proper arrangements have been made to supply adequate medicines to these medical officers, because they are drawing their salary but doing no work?

Shri S. K. Dey: I have no such knowledge. If the hon. Member would be good enough to let me know a list of the hospitals which are short of medicines, I shall certainly take steps.

Dr. Ram Subbag Singh: I have myself written a letter about two months ago, giving the names of the NES and CD blocks whose medical officers are not having any medicine.

Mr. Speaker: He wrote to the Minister himself?

Dr. Ram Subbag Singh: The Minister himself.

Mr. Speaker: But the Minister receives a number of letters.

Shri S. K. Dey: All these matters are attended to.

Mr. Speaker: Hon. Ministers will try to acknowledge the letters from Members.

Dr. Ram Subbag Singh: He had acknowledged the letter, put perhaps he did not go into the details.

Mr. Speaker: Therefore, it is open to the hon. Member to remind him.

Dr. Ram Subbag Singh: Therefore, today, I reminded.

Shri Tyagi: Publicly!

Shri B. S. Murthy: May I know how the expenditure is shared by the Centre, the State Government and the local authorities?

Shri S. K. Dey: I could not quite follow the question.

Mr. Speaker: What is the proportion in which the expenditure is shared by the Centre, the States and the local authorities? Are these expenditures shared by all these?

Shri S. K. Dey: The expenditure on the community development programme including all the facilities that we establish is usually shared between the State Government and the Centre, and also sometimes by local self-government institutions under which the institutions function.

Shri Gajendra Prasad Sinha: What is the position of the District Board hospitals? Is there co-ordination between the medical units of the NES and the District Board?

Shri D. C. Sharma: On a point of order, Sir. An Hon. Member without taking oath is sitting on the Treasury Benches.

Mr. Speaker: Order, order. The hon. Member might take this objection when the hon. Minister rises in his seat to answer a question, that he has not taken the oath. Till then, he continues to be a Member because he has already taken an oath of allegiance to the House as a Member.

Shri Gajendra Prasad Sinha: My question was not answered. What is the present position of the medical units of the NES blocks and the District Board medical units?

Shri S. K. Dey: Wherever there are dispensaries in an NES block or a CD block running under the District Board, usually assistance is

given to the District Board to continue running it on an improved pattern.

Mr. Speaker: Pandit D. N. Tiwary.

Shri Gajendra Prasad Sinha: Is it not a fact.....

Mr. Speaker: Order, order. The hon. Member cannot monopolise this question.

Pandit D. N. Tiwary: May I know the particular functions of the lady health visitors and whether they are supplied with vehicles to go round the whole area of the community block?

Shri S. K. Dey: The lady health visitor is supposed to supervise the activities of the three midwives who run the midwifery and child welfare centres. It is not always possible to provide transport to every worker, but whatever transport facilities are available at the block headquarters are made available to all workers.

Shrimati Renuka Ray: Are there any family planning centres attached to these medical centres in these block areas, and if so, how many?

The Minister of Health (Shri Karmarkar): Not always.

Shrimati Renuka Ray: If so, in how many States?

Mr. Speaker: Shri Thimmaiah.

Shrimati Renuka Ray: I want an answer to that question.

Mr. Speaker: I have not allowed the question.

Shri Thimmaiah: May I know whether there is a health centre in each block or a health centre is opened for two or three development blocks?

Shri S. K. Dey: Every CD block is supposed to have a primary health centre and three midwifery and child welfare centres. In the national extension blocks, health centres are

opened with financial assistance from the Health Ministry direct.

Shrimati Renuka Chakravarty: May I know if any blueprint is made of these NES blocks trying to co-ordinate the activities of the Social Welfare Board, the refugee organisations, public health and all other organisations which set up public health institutions in that area?

Shri S. K. Dey: Yes, Sir. We have now established a complete co-ordinational arrangement between the Central Social Welfare Board and the other agencies of Government in these blocks.

Shri Tangamani: May I know whether there are still community development blocks without health centres, and if so, whether steps will be taken to start the proper health centres?

Shri S. K. Dey: There is acute scarcity of medical personnel willing to go into the rural areas. Every effort is being made to attract health personnel to rural areas and open health centres according to the pattern prescribed for the programme.

Mr. Speaker: Shrimati Renuka Ray. She wanted to put a question.

Shrimati Renuka Ray: I asked the question.....

Mr. Speaker: She may repeat the question.

Shrimati Renuka Ray: Are there any family planning clinics attached to the medical and health centres in the blocks, and if so, are they so in all the States, and how many?

Shri S. K. Dey: To the extent it is possible to procure the services of family planning experts, we are trying to promote this activity, and this activity is increasing now in every State.

Dr. Sushila Nayar: What is the control, or the role of the regular health services in the area with regard to these new centres that are

being opened in the community development areas. Ultimately these little centres have got to be linked up with the larger medical centres and hospitals, and even teaching institutions for certain investigations? So, what is the relationship between these two sets of health facilities?

Shri S. K. Dey: The health services established in the community projects and the national extension service areas are fully integrated with the health system in the State. They are not functioning in isolation.

Shri Thanu Pillai: May I know the number of villages covered by a health unit, and the number of such units in the Madras State?

Shri S. K. Dey: I would require notice.

Purchase of a Ship on Deferred Payment Basis

*1361. **Shri V. C. Shukla:** Will the Minister of Transport and Communications be pleased to state:

(a) whether the Great Eastern Shipping Corporation have recently acquired a ship at a cost of £ 200,000 on deferred credit under which 20 per cent. is payable on purchase and the balance adjustable on "pay as you earn" basis;

(b) if so, whether the initial 20% is payable in Rupees or in Foreign Exchange; and

(c) what are the details of the "pay as you earn" basis arrangements?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). A statement is laid on the table of the Lok Sabha. [See Appendix VI, annexure No. 74.]

Shri V. C. Shukla: May I know whether a special shipping fund to finance the purchase of more ships

has been created, and if so, the size of the same as proposed?

Shri Raj Bahadur: The shipping fund has only recently been proposed. It will come into being, and in the course of the Second Plan, we hope it will have at its disposal as much as about Rs. 10 crores for advancing loans for acquisition of ships. The form in which it has now been accepted is not in accordance with the original proposal.

Shri V. C. Shukla: May I know whether the need for creating this special shipping fund has been felt because the Plan provision of Rs. 37 crores has already been spent on acquiring only half the tonnage of shipping proposed in the Plan?

Shri Raj Bahadur: Right in the first year of the Plan, we have made commitments in regard to the entire Second Plan provision of Rs. 37 crores. As the House knows, we have committed for about 1,81,000 tons of shipping tonnage.

Shri C. R. Pattabhi Ramam: May I know whether there is any default clause in the agreement and whether Government have guaranteed repayment in case of default by the company?

Shri Raj Bahadur: These agreements about the advancing of loans are drawn up in consultation with the Ministry of Finance and the Ministry of Law.

Shri Ramanathan Chettiar: Apart from the Great Eastern Shipping Corporation, are there any other companies which have taken advantage of this scheme?

Shri Raj Bahadur: So far as the Great Eastern Shipping Corporation is concerned, it has already acquired a ship known as Chapman, and the other is one, which is called Durham. The Scindia Steam Navigation Co. is also going to acquire a ship known as Silverburn and negotiations have advanced far enough.

Dredging in Ganga

*1362. Pandit D. N. Tiwary: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is a proposal to introduce dredging between Pahlezaghat and Mahendraghats for the smooth running of steamers (in the Ganges);

(b) whether dredging machine has been sent at the site; and

(c) the time when operations will begin?

The Minister of Transport and Communications and Irrigation and Power (Shri S. K. Patil): (a) No, Sir. At present the Railway ferry services use these ghats. If they require the assistance of dredging to maintain the channel conditions at the two ghats, the services of the Ganga Brahmaputra Water Transport Board's dredger will be made available.

(b) A dredger belonging to the Ganga Brahmaputra Water Transport Board is at Patna at present. It is intended for operations on the Upper Ganga above Patna.

(c) Does not arise in view of the answer to (a).

Pandit D. N. Tiwary: In view of the fact that the steamers between Mahendraughat and Palezhaghat often get stuck in the way, and the passengers have great difficulty and waste of time in crossing the river which involves of two or three miles only, will Government consider the desirability of either providing a pontoon bridge or making the river clear so that the steamer may pass?

Shri S. K. Patil: The river conservancy scheme is taken in hand, and continuously this process is applied. Therefore, the hon. Member's apprehension that it will be blocked is not correct.

Pandit D. N. Tiwary: Perhaps, the Minister is not aware that in a year,

more than a dozen times, the steamers get stuck in the middle of the river, and the passengers have to wait there for three or four hours or even longer.....

Mr. Speaker: The hon. Member is giving information. Even in the previous question, he was only giving information.

Pandit D. N. Tiwary: I want to know whether any arrangement is going to be made to keep the channel clear so that the steamer may pass.

Mr. Speaker: The hon. Member is giving information to the hon. Minister and is asking for an assurance. This is a suggestion for action.

Shri S. K. Patil: This is a suggestion for action, and it will be taken note of.

Electricity Rates in Delhi

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*1363. { Shri Vajpayee:
 { Shri Radha Ramam:
 { Shri Kunhan:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Delhi State Electricity Board has introduced a new two-part tariff for industrial consumers and bulk distributing licences in place of the flat rate per unit;

(b) if so, the reasons therefor;

(c) whether any representation has been received from the small scale industrialists in this connection; and

(d) if so, the Government's reaction thereto?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes, Sir.

(b) The increase in the cost of production of electricity, due to the rising cost of fuel, general consumable stores and line materials, and grant of additional allowances to labour;

(e) Yes, Sir.

(d) The Board has decided to exempt small-scale and industrial power loads up to and including 10 B.H.P. from the payment of the minimum consumption guarantee. The rate of rebate on bills, for prompt payment, has been increased from 5 per cent. to 10 per cent.

Shri Vajpayee: May I know whether there is a proposal to give some more relief to the small-scale industries?

Shri Hathi: The reply to part (d) of the question embodies the concessions that have been given. Further than this, I do not think the Board considers to give any further relief.

Shri Sinhasan Singh: May I know the rate charged per unit for industrial purposes?

Shri Hathi: The charge per unit is 11 nP. per k.w.h. for the first 2,000 k.w.h., 10 nP for the next 3,000 k.w.h., and 9 nP for all in excess of 5,000 kw.h. per month.

Shri Sinhasan Singh: May I know whether Government are going to apply this rate throughout India for all industrial purposes?

Shri Hathi: It is not a question of the Government of India applying the rates uniformly all over the country. It is a question of the rates being fixed by the State Boards. These rates are fixed by the State Electricity Boards.

Shri Harish Chandra Mathur: May I know the rate at which electricity is made available from Bhakra-Nangal to Delhi, and whether there has been any increase in the rate from that source?

Shri Hathi: There has not been any increase in the rates in the supply from Bhakra-Nangal to the Delhi State Electricity Board.

Shri Gajendra Prasad Simha: Is there any difference in the supply of

electricity for small-scale industries and that for big industries? May I also know whether Government are aware of the fact that many applications from small-scale industries are still pending?

Shri Hathi: There is a difference in the tariff for supply of power to small-scale industries and to big industries.

Railway Testing and Research Centre, Lucknow

*136a. { Dr. Ram Subhag Singh:
Shri B. C. Mullick:
Shri Raghunath Singh:
Shri S. C. Samanta:
Shri Jagdish Awasthi:
Shri Shree Narayan Das:

Will the Minister of Railways be pleased to state:

(a) whether the Railway Testing and Research Centre at Lucknow has evolved a device for reducing the danger of Railway accidents;

(b) if so, the nature of that device; and

(c) whether this device is easy to be introduced?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Research on such devices goes on, but no acceptable design has yet been evolved.

(b) and (c). Do not arise.

Dr. Ram Subhag Singh: May I know what efforts are being made by the Railway Ministry to have an acceptable device made in that research centre?

Shri Shah Nawaz Khan: The people who are experts in this line are busy at the job. They have already devised certain designs. We have tried them under certain conditions, but they have not proved very satisfactory. And our people are trying to perfect it, and we are giving them

every possible encouragement that is needed.

Dr. Ram Subhag Singh: Is there any hope of having any acceptable design during this year?

Shri Shahnawaz Khan: As I said, a certain design work was put forward and tried. It was successful at low speeds. But they are trying to improve it. We are not quite satisfied with the design as it is at present.

Shri S. C. Samanta: Is it not a fact that a rail flaw detector was imported from outside, and if so, may I know whether the experiment that is going on is on that line?

Shri Shahnawaz Khan: That is an entirely different instrument. That is known as the supersonic crack detector. It detects various cracks in rails or axles. That is an entirely different instrument. This would be an instrument which will be installed inside the locomotive, and if the signal is at danger, it will sound a hooter and red light will be switched on.

Shri B. S. Murthy: May I know whether any private individuals have been offering devices for reducing accidents, and if so, whether the Railway Board is taking cognizance of them?

Shri Shahnawaz Khan: Yes. Every suggestion is thoroughly scrutinised.

Irrigation by Artificial Rain Fall

*1368. **Shri Sanganna:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether any scheme for artificial irrigation by the clouds and rainfall analysis for multi-purpose projects in India is under the contemplation of Government; and

(b) if so, with what results?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). There is no scheme at present for

irrigation by artificial inducement of rain. The Council of Scientific and Industrial Research is, however, engaged on a basic scientific study of the mechanism of rain formation in clouds. There is a scheme for rainfall analysis of multi-purpose projects. Work on installing additional rain gauges is in hand.

Shri Sanganna: May I know whether any experiment is conducted in the National Laboratories of the Country, and if so, with what success?

Shri Hathi: As I said, some research is being conducted by the Council of Scientific and Industrial Research.

सेठ गोविंद वास : क्या यह बात मरी नहीं है कि कुछ दिन पहले दो स्थानों पर इम शृंखला वर्षा का प्रयोग किया गया था, और क्या इम मन्दन्य में मरकार को कोई रिपोर्ट प्राप्त हुई है कि पर एकड़ उस में किनना सच होगा ?

Shri Hathi: As it is now, these are in the experiment stages and even in the advanced countries of the world, this is not being done on a large scale. Therefore, it is not possible actually to say what would be the expenditure per acre if we take it up on a large scale.

Shri Thirumala Rao: Has the attention of Government been drawn to a news item published in the papers that Dr. Savoor, a former officer of the Meteorological Department, now staying in Delhi, claims to have made some rain clouds and demonstrated it in Delhi itself?

Shri Hathi: It is not a question of making clouds. It is a question of feeding clouds either with ice pieces or with sodium nitrate or some similar chemical, and then water dropping from the clouds which have been so fed. Experiments on a small scale are being made, but, as I have said, it is not yet on such a large scale as to enable us to say that we could actually have rainfall.

Shri Sanganna: May I know whether any foreign experts have been invited to advise us in this matter?

Shri Hathi: No.

Janta Air Services

*1370. **Shri Hem Barua:** Will the Minister of Transport and Communications be pleased to state:

(a) whether there is a proposal to introduce Janta air-services so far as North Bengal, Assam, Manipur and Tripura are concerned; and

(b) if so, the details thereof?

The Minister of Transport and Communications and Irrigation and Power (Shri S. K. Patil): (a) and (b). The Indian Airlines Corporation have no definite proposals at present to introduce a Janta air-services. They are, however, examining, from various angles, the possibilities of operating austerity services in certain areas.

Shri Hem Barua: In view of the fact that the difficulties inherent in the land routes, some of which go completely dislocated during the monsoons, are enormous, do Government propose to consider this aspect of the thing and lower the freight and fare rates for the services operating to this area?

Shri S. K. Patil: That is under the active consideration of Government, but as it is, the rates are low, and during the last year, the Airlines have made a loss of Rs. 40 lakhs. Any further reduction in the rates means increasing that loss.

Shri Hem Barua rose—

Mr. Speaker: These are all suggestions. The hon. Minister has said that there is no proposal to have a Janta service. Whatever suggestions hon. Members may have may be communicated to the Minister outside the House. I am not going to allow suggestions. If he wants to elicit information, he may ask a question. I will ask the Minister not to reply to questions which are suggestions, and if

hon. Members persist in making suggestion after suggestion on a question which has been answered, I will not call such hon. Members for the next question.

Shri Hem Barua: This is a different thing altogether. The hon. Minister has referred to the loss sustained, but that is on an all-India basis. Whatever that might be, the Air Transport Council had made certain recommendations. In view of those recommendations, may I know from Government if they are going to introduce the fare differential system, considering the fact that there are short haul flight services operated towards rural areas by planes that are not too comfortable?

Mr. Speaker: It is again a suggestion.

Shri S. K. Patil: These are under the active consideration of Government.

Shrimati Renu Chakravarty: In view of the fact that non-scheduled operators claim that they can operate these hops at a much cheaper rate, have Government gone into the cost of the service and seen if there is any possibility of reducing it further?

Shri S. K. Patil: We have gone into that. There is a possibility and we are very actively examining that question.

Air Freight for Jammu and Kashmir

*1371. **Shri Harish Chandra Mathur:** Will the Minister of Transport and Communications be pleased to state:

(a) whether any representation has been made by the Government of Jammu and Kashmir for special freight rate by air to lift perishable fruits from the State to Amritsar and Delhi; and

(b) if so, the results thereof?

The Minister of Transport and Communications and Irrigation and Power (Shri S. K. Patil): (a) Yes, Sir.

(b) The Indian Airlines Corporation has reduced the bulk slab for the concessional rate for fresh fruits from 200 lbs. to 25 lbs. The details of the proposal made by the Jammu & Kashmir Government will be discussed further by the I.A.C. with the Jammu & Kashmir Government.

Shri Harish Chandra Mathur: May I know whether Government have a uniform freight rate all over the country or whether they give special consideration to those areas which are not easily accessible? If the latter, what are the concessional rates?

Shri S. K. Patil: This is a special concession because it is fruit that has to be brought. It is a perishable commodity. This does not apply to all States or all places.

Shri Harish Chandra Mathur: May I know to what extent the economy of the services will be affected by these concessions?

Shri S. K. Patil: These concessions may possibly result in a loss. As to the extent, it is not worked out; I would require notice.

Shri Harish Chandra Mathur: What is the quantity of freight lifted between Kashmir and India by air?

Shri S. K. Patil: I do not possess that information. If the hon. Member gives notice, I will give him the information.

Printing of Post cards and Money Orders in Regional Languages

*1372. **Shri N. R. Munisamy:** Will the Minister of Transport and Communications be pleased to state:

(a) whether representations have been received from certain States, that Post cards, and Money order forms be printed in regional languages to facilitate easy handling of forms by villagers;

(b) whether money order forms now are printed only in Hindi language without English; and

(c) what are the difficulties experienced in adopting the regional languages?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) and (c). A statement is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 75].

Shri N. R. Munisamy: May I know in what other ways Government propose to recognise the importance of the regional languages, apart from printing forms in regional languages?

Shri Raj Bahadur: So far as the post office is concerned, we have got as many as 2,000 forms. The forms which are required by the people generally number as much as 135. To multiply them into 14 languages will bring the total to 1,890 forms. It was during the last 15 years that we were experiencing some difficulty about shortage of forms. As an expedient, it was thought proper that in Hindi-speaking areas we should supply Hindi forms and in the other areas, we supply bi-lingual forms,—Hindi-English, or English forms, and overcome the shortage that way. The whole question is now under review.

Shri N. R. Munisamy: From the statement, I find that there are a number of difficulties in printing as Government Presses are not equipped to print forms in the regional languages. Have Government taken steps to ask State Governments to undertake the printing of these forms because they are in possession of the equipment?

Shri Raj Bahadur: The main difficulty is of printing. But there are other difficulties too, because there are certain forms which will go from one part of the country to another, e.g., money order forms. The difficulty will be not only in respect of printing but also administrative, because in all areas we have got to have people knowing the regional languages. But apart from that, we

do make use of private printing presses and for that purpose, we have also empowered the P.M.G.s in certain emergent cases to have their own printing.

Shri Hem Barua: The hon. Minister has said that in the Hindi-speaking areas, Hindi forms are introduced and in the non-Hindi areas like Assam, Orissa, West Bengal, Madras, Andhra and so on, Hindi-English forms are introduced because Hindi is not understood there. I want to know if English has made so much progress in those non-Hindi-speaking areas as to enable people of the villages to understand it?

Mr. Speaker: Why should the hon. Member put a question of this kind?

Shri Raj Bahadur: It was not with a view to eliminate the regional forms; that was not the purpose. The shortage was being experienced. And, in that period of shortage what happened was that the English forms and the regional forms went to different circles and there was confusion. Therefore, we resorted to this particular device; and the question of how far we can proceed with the printing of these regional forms to meet the demand is under review.

Introduction of TRX system in Telegraph Department

Shri Manay:
*1373 { Shri S. M. Banerjee:
Shri Tangamani:

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that thousands of telegrams were mutilated, and many of them lost in transit, involving heavy loss to the public and Department due to introduction of TRX system;

(b) if so, the total loss incurred by the Department so far;

(c) the total cost of equipment purchased for this system; and

(d) the action taken by Government in the matter?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) No. Some telegrams were mutilated in the initial stages but instances of telegrams getting lost were few and there has been no heavy loss to public or Government.

(b) There has been no loss incurred by the Department.

(c) The total cost of the equipment purchased is Rs. 10 lakhs approximately.

(d) Does not arise.

Shri Manay: May I know whether the necessary preliminary trials were made about this equipment which was purchased?

Shri Raj Bahadur: We got this equipment, the automatic tape relay exchange for telegraphs from the Siemens Halsky Co., and they sent their engineers for installation and also for necessary trials which were done before the system was actually introduced.

Shri Tangamani: May I know whether complaints have been received from the Bombay circle, in which this tape relay exchange transmission system was introduced last year, that several telegrams have been mutilated during that period—July-August?

Shri Raj Bahadur: That is not the matter. Some telegrams in the beginning were mutilated; and, as our men got use to the machine and got the know-how of it—how to run it and operate it—these complaints have been removed.

Shri Tangamani: May I know whether T.R. system will succeed only if there is underground tunnel and wires are laid there, because there is delay of 8 to 10 hours? And, has this been brought to the notice of the Government?

Shri Raj Bahadur: At least that is not the advice of the German engineers who have installed the machine and who have come again to see.

Shri Tangamani: Has there been any such experience in Bombay?

Shri Raj Bahadur: That is not the experience in Bombay.

Floods in Tripura

*1374. **Shri Bangshi Thakur:** Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Government of India are aware that the 'Khaura Bil' of Tripura, is inundated by the waters of river Manu every year; and

(b) if so, the measures Government propose to take in this regard and when?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). A statement giving the requisite information is laid on the Table of Lok Sabha. [See Appendix VI, annexure No. 76].

Shri Bangshi Thakur: May I know whether it is a fact that several petitions on behalf of the 7,000 villagers who had been depending on the production of the paddy fields before partition were addressed to Government for the removal of the stagnant water by digging canals?

Shri Hathi: The Government of India in the Ministry of Irrigation and Power have not received any such petition.

Shri Bangshi Thakur: May I know whether it is a fact that the yearly yield was about 75,000 mds. of paddy before the area was so inundated by water?

Shri Hathi: This area is not always inundated; it is only for some two days or so in a year.

Sonarpur Railway Accident

*1375. **Shri Tangamani:** Will the Minister of Railways be pleased to state:

(a) whether the attention of Government has been drawn to an editorial comment in The Statesman dated the 27th February, 1958 regarding an allegation that the Railway Police is believed to have killed the injured survivors of Railway accident at Sonarpur; and

(b) if so, the action Government propose to take in the matter?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) and (b). The editorial comment referred to does not make an allegation that the railway Police killed the injured survivors of the Sonarpur accident but it merely states that, according to the reporter of the Paper, some of the villagers in the vicinity of Sonarpur apparently entertain a belief that injured survivors of accidents are killed by the Railway Police.

It is difficult to correct such feigned ignorance. However, as the allegation relates to State Police any action will have to be initiated by them.

Shri Tangamani: May I know whether the report of the Chief Inspector of Railways who enquired into this accident has been received; and, if so, whether that report will be laid on the Table of the House?

Mr. Speaker: How does that arise out of this? The hon. Member has referred to the killing by the Police.

Shri Tangamani: There is no court of enquiry about this accident, Sir. Only the Chief Inspector of Railways enquired into the matter and he might have also mentioned this in his report. If the report is ready, it may be placed on the Table of the House.

Shri Shah Nawaz Khan: We have not yet received the final report.

Shrimati Renu Chakravarty: Is it a fact that the committee to fix the compensation to be paid to the injured and killed in this accident was not set up till almost a month after the accident?

Mr. Speaker: How does that arise out of this question? I admitted this question only on the ground that it is not a major accident.....

Shrimati Renu Chakravarty: It is major accident and a very serious one, Sir.

Mr. Speaker: I admitted this question on account of the fact that a responsible newspaper reported that those people who were injured in the accident and lying there were killed by the police. I wanted this matter to be explained, to clear off any misunderstanding, as was stated by the hon. Minister. Nothing more arises out of this. Other matters may be very important; but separate questions have to be put.

Shri Tangamani: If the report is available we will be able to know how many people were killed and how many were injured.

Mr. Speaker: It won't show that the police killed the people. That is the short point. The report is also not available.

Rajasthan Canal Project

*1376. **Shri Karni Singhji:** Will the Minister of Irrigation and Power be pleased to refer to the reply given to Starred Question No. 733 on the 7th March, 1958 and state whether it is a fact that the Government of Rajasthan in consultation with the Union Ministry, propose to appoint an Administrator for Rajasthan Canal Project?

The Deputy Minister of Irrigation and Power (Shri Hathi): The Government of India and the Government of Rajasthan have agreed to set up a 'Committee of Direction' and an

Administrative set up for the proper execution of the Rajasthan Canal Project.

Shri Karni Singhji: May I know the name of the administrator and what his powers would be?

Shri Hathi: The Administrator has not yet been appointed. What I have stated in the reply is that there will be an administrative set-up and they are appointing an Administrator. But, he has not yet been appointed.

Shri Karni Singhji: Is it a fact that the name of Mr. Kanwar Sain who conceived the project has been suggested for this set-up?

Shri Hathi: The Rajasthan Government have requested us to spare certain officers for this purpose. It will be too premature to name any particular individual at this stage. But, the Government of India will try to accommodate the Rajasthan Government and spare the officers that they want.

Shri B. S. Murthy: Will the Minister be able to give us some details about the administrative set-up?

Shri Hathi: As the reply mentions, there are two bodies to be set up; one, the 'Committee of Direction' and the other the administrative set-up. The committee will consist of the Minister of Irrigation and Power as the Chairman, the Chief Minister of Rajasthan or his representative and the Chief Minister of Punjab as the other two members. The administrative set-up will look to the day to day administration. There will be the Chairman, the Chief Engineers of the Project, the Financial Adviser of the Project, the Finance Secretary of Rajasthan and there will be a Secretary also of the committee.

Shri Karni Singhji: I would like to know to whom this administrative set-up will be responsible—to the Central Government or the Rajasthan Government?

Shri Hathi: Really the whole set-up will be acting under the directions of this 'Committee of Direction'.

Shri Harish Chandra Mathur: May I know what is the responsibility of the Union Government in this matter and may I know what part they are going to play in the efficient execution of this project?

Shri Hathi: Generally, as is the case with all inter-State projects, we set up a Board and they look after it. This Committee of Direction will lay down the policies, programme, etc. and the administrative set-up will look to the execution of the project.

Shri Harish Chandra Mathur: I did not ask about the administrative set-up of the committee. I asked what would be the responsibility of the Union Government and how they are going to discharge it.

Shri Hathi: The Union Government will see that the project is executed according to schedule and will also have the check-up of the funds, the loans sanctioned etc.

Recommendations of Railway Corruption Enquiry Committee

*1378. **Shri Ayyakanu:** Will the Minister of Railways be pleased to state:

(a) to what extent steps have been taken by Government to implement in full the recommendations and suggestions of the Railway Corruption Enquiry Committee, in the matter of rooting out corruption on Indian Railways; and

(b) to what extent Government have so far succeeded in their attempts to check corruption on the Indian Railways in general and North-Eastern and Southern Railways in particular?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Of the total of 146 recommendations concerning Railways, all except 10 were accepted as practicable, and implemented or are in the process of being implemented.

(b) No such assessment is possible at present.

Shri Ayyakanu: May I know the total number of cases of corruption since the receipt of the recommendations of the Corruption Enquiry Committee and the action taken thereon?

Shri Shahnawaz Khan: I do not have the figures about the total number of cases from the date the report was received. I can give the hon Member the figures for the year 1956-57; the total number of cases registered was 3,518.

Shri B. S. Murthy: What are those ten recommendations left out and the reasons for their being left out?

Shri Shahnawaz Khan: One recommendation was that the Government pleaders should be utilised for dealing with the railway cases. It has not been found possible to agree to that suggestion as the Government pleaders have plenty of other work to do. Railway cases being of a specialised nature, we have to employ our own separate pleaders. That is one thing. There were some suggestions regarding the duration of the privilege passes issued to railway employees for the leave period. They wanted that the privilege passes should cover only the leave period and not the period beyond. We discussed this with the National Federation of Indian Railwaymen and they are against that suggestion. There are others. If you want me I will read them.

Mr. Speaker: Mr. Tangamani.

Shri Tangamani: What has happened to these 3,518 corruption cases which came to the notice of the Government during 1956-57?

Shri Shahnawaz Khan: They were all gone through and scrutinised. On scrutiny it was found that 1,722 cases were based on vague allegations on which no action could be taken. 511 cases were finalised and in 463 cases punishment was given.

Shri B. S. Murthy: May I know whether, after the enforcement of the

recommendations, the corruption charges had gone down?

Shri Shahnawaz Khan: It is rather difficult to assess the extent of these things and say whether it has gone down or gone up.

Ukai Dam Project

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*1379. { **Shri Yajnik:**
Shri Goray:

Will the Minister of Irrigation and Power be pleased to state:

(a) whether the Technical Committee appointed to enquire into Ukai Dam Project has completed its work.

(b) whether any decision has been taken to proceed with the work of the Ukai Dam during the current year; and

(c) if so, the amount sanctioned for carrying on this work during the current year?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Yes, Sir.

(b) The Project will be considered by the Advisory Committee on irrigation and Power Projects after the comments of the Bombay Government on the report of the Technical Committee are received.

(c) Budget provision for the current year (1957-58) for the Ukai Project is Rs. 99.79 lakhs.

Shri Yajnik: May I know if the technical committee has already reported and has given the line-clear for continuing this work?

Shri Hathi: No, Sir. This sub-committee which was appointed by the advisory technical committee set up by the Planning Commission had submitted its report to the technical advisory committee. But that report has been sent to the Government of Bombay for their comments.

Shri P. R. Patel: May I know whether, when this dam was includ-

ed in the Second Plan, any enquiry was done? What was that enquiry?

Shri Hathi: There is no question of making any enquiry. The plans and estimates are prepared by the Government of Bombay and then sent to the Planning Commission which has set up an advisory committee to look into this project. That committee appointed a sub-committee and its report has now been sent to the Government of Bombay.

Shri P. R. Patel: May I know how much time will be taken?

Shri Hathi: In technical matters where detailed scrutiny has to be made, time is taken.

Shri Jadhav: May I know whether it is the opinion of the technical experts that the dam is likely to be filled with silt within a decade or two?

Shri Hathi: I have not received any such information.

Shri Yajnik: May I know if the Bombay Government is in charge of the operations or is the Centre in charge of these things?

Shri Hathi: The report has been sent for the remarks of the Bombay Government. But naturally it will be taken up by the Bombay Government and not by the Centre for execution.

Survey Report of Rupar-Chandigarh Railway Line

*1380. **Shri Daljit Singh:** Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 1048 on the 22nd August 1957 and state whether the traffic survey report of the new Railway line connecting Rupar to Chandigarh has been finalised?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Not yet, Sir.

Visit of a Team of Officers to Denmark

*1281. Shri D. C. Sharma: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any Indian team of officers had gone to Denmark to participate in the seminar on Milk Distribution and Sanitation, held at Copenhagen under the auspices of the F.A.O.;

(b) if so, for how long they stayed there;

(c) whether any Denmark experts have come to India to study and examine the possibilities of setting up modern dairy industries in the country;

(d) whether they have submitted any reports; and

(e) if so, the nature of suggestions made?

The Minister of Co-operation (Dr. P. S. Deshmukh): (a) to (e). A statement is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 77.]

Shri D. C. Sharma: May I know whether any action has been taken so far as part (c) of the statement is concerned? How many of the recommendations made by Danish experts have been implemented?

Dr. P. S. Deshmukh: Actually, no Danish expert came to India specially for the purpose indicated in the question. However, there was one Danish expert who was assigned to India under the E.T.A.P. by the F.A.O. to study the working of the Aarey Dairy in Bombay and the Milk Plant at Anand to suggest improvements in running them with the greatest technical efficiency and economy. But the Bombay Government is concerned with the recommendations.

Shri D. C. Sharma: How far has the scheme to establish a second dairy in Bombay progressed?

Dr. P. S. Deshmukh: It has not made any progress because the report has been made to the F.A.O. and the

whole matter is pending as the Report is not yet received.

Delhi-Kabul Air Service

*1282. Shri V. C. Shukla: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Indian Airlines Corporation's service between Delhi and Kabul is running at a loss; and

(b) if so, the reasons therefor?

The Minister of Transport and Communications and Irrigation and Power (Shri S. K. Patil): (a) Yes, Sir.

(b) The service is operated with the Hyper Dakota aircraft for reasons of safety and reliability of operations. The cost of operation of Hyper Dakota is higher than that of an ordinary Dakota while the pay-load is less. The reduced pay-load and the high cost of operations largely account for the loss.

Shri V. C. Shukla: May I know whether the Government know that the ARIANA airline service which also operates on Delhi-Kabul route is running at a profit?

Shri S. K. Patil: May be, Sir. This particular route does not prove to be successful from that standpoint. It has run on a loss.

Shri V. C. Shukla: When the other airlines are running the service at a profit, may I know the reason why the I.A.C. cannot attract customers as the other lines?

Shri S. K. Patil: It is not a question of attracting customers. It is a comparatively new line and in one year there was some loss. That does not mean that it will continue to do so. It is a matter for waiting for sometime more.

Shri Tyagi: What was the amount of loss suffered during the last financial year?

Shri S. K. Patil: The total estimated revenue for the eight months ending 31-12-1957 is about Rs. 6·21 lakhs against the estimated cost of operations of Rs. 7·83 lakhs. Therefore, the loss during these eight months was about Rs. 1·62 lakhs. So far as the aircraft operated by the airline are concerned, they are ordinary dakotas. This is hyper-Dakota. That means more fuel and less pay-load.

Gwalior Railway Station

*1383. **Shri Vajpayee:** Will the Minister of Railways be pleased to state the time by which the remodelling of the yard at Gwalior Station is expected to be completed?

The Deputy Minister of Railways (Shri Shahnawaz Khan): By the end of April, 1960.

श्री बाजपेयी : जो रीमाडिंग हो रहा है, क्या इस में पुरानी खालियर स्टेट रेलवे का जो स्टेशन था, उसे भी शामिल किया गया है ?

श्री शाहनवाज खां : जी हां, जो पुरानी नैरोगेज लाइन का स्टेशन था, वह इस स्टेशन से कुछ फ़ासले पर है। अब जो नई स्कीम है, उसके मुताविक जो मेन स्टेशन होगा, उसका यह एक हिस्सा होगा।

श्री बाजपेयी : इस पर कुल कितना खर्च होगा ?

श्री शाहनवाज खां : २१,२०,००० रुपया ।

Pollution of Sea Water

*1384. { **Shri Raghunath Singh:**
+ **Shri S. C. Samanta:**

Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a thick blanket of floating oil is polluting the sea water of Bombay shore; and

(b) if so, what steps are being taken by Government to prevent the water from pollution by oil of ships in harbour?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) There were recently three instances of escape of crude and diesel oil in small quantities from tankers berthed at Butcher Island in Bombay Harbour.

(b) Under international regulations tankers are prohibited from discharging dirty ballast within 50 miles of the coast and all tankers visiting our Ports comply with this requirement. The Bombay Port Rules also prohibit the discharge of oil or oily water from bilges etc. into the harbour. When ships in the harbour have to discharge oily water, they ask for the use of a special oily-water large provided by the Port Trust.

WRITTEN ANSWERS TO QUESTIONS

दिल्ली के महरौली क्षेत्र में बांध का निर्माण

*१३४६. **श्री नवल प्रभाकर :** क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली के महरौली क्षेत्र में एक छोटा बांध बनाने का विचार है ;

(ख) यदि हां, तो यह निर्माण कार्य कब से प्रारम्भ होगा, ; और

(ग) बांध बन जाने के बाद कितने पानी के एकत्र हो जाने की आशा है ?

खाद्य तथा कृषि मन्त्री (श्री अ० प्र० जैन) :

(क) कोई डैम (Dam) बनाने का विचार नहीं है, परन्तु मौजूदा नालों और क्षेत्र के लिवाले भागों के आर-पार कई बांध (Bund) निर्माण करने का कार्य

विचाराधीन है। वे कार्य महत्त्वीय क्षेत्र में गोप्यमांसों की वरदान तथा उनको अवश्यक बनाने के अतिरिक्त है।

(क) आवश्यक सर्वेक्षण तथा जांच-पढ़ाताल के पूरा हो जाने पर कार्य आरम्भ किया जायेगा।

(ग) इस प्रायोजन का मुख्यतः उद्देश्य फसलों को बाढ़ से बचाने का है। इसमें पानी एकत्र करने का कार्य शामिल नहीं है।

मनी आर्डर

*१३६४. श्री आसर : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को जात है कि अम्बई के कई डाक तथा तार घरों में मराठी जावा में लिखे मनीआर्डर स्वीकार नहीं किये जाते हैं और केवल गुजराती ज्ञाना अंग्रेजी में लिखे मनीआर्डर ही स्वीकार किये जाते हैं;

(ख) यदि नहीं, तो क्या यह सच है कि १६ जनवरी, १९५८ को कालबा देवी डाकघर में एक मनीआर्डर मराठी में लिखा होने के कारण स्वीकार नहीं किया गया; और

(ग) यदि हां, तो इस ज्ञाना को रोकने के लिये सरकार क्या कार्यवाही करना चाहती है?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) अभी तक इस प्रकार की कोई शिकायत नहीं प्राप्त है।

(ख) जी नहीं।

(ग) यह प्रश्न नहीं उठता।

परिवहन के लिये उड़ाने

*१३६५. श्री छ० ल० नालसीय : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ हवाई अड्डों पर प्रति यात्री ५ वा १० रुपये देने पर बोटी देर के लिये हवाई जहाज की सीर कराई जाती थी;

(ख) यदि हां, तो क्या यह सुविधा कहीं भव भी उपलब्ध है;

(ग) यदि नहीं, तो क्या सरकार के सामने इस सुविधा को फिर से चालू करने का कोई प्रस्ताव है; और

(घ) यदि नहीं, तो इसके कारण है ?

परिवहन तथा संचार तथा सिल्वाई और विद्युत मंत्री (श्री स० क० पाटिल) : (क) और (ख). जी हां, श्रीमान जी।

(ग) और (घ). प्रश्न ही नहीं उठता।

Development of Ports

*१३६७. { Shri Baghunath Singh:
Pandit K. C. Sharma:

Will the Minister of Transport and Communications be pleased to state whether it is a fact that the question relating to the development of ports on the west coast of Mysore State was discussed between the officers of the Union and the State Governments on 3rd February 1958?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Yes Sir.

Major Irrigation Projects

*1385. Shri K. Madhavdas Rao: Will the Minister of Irrigation and Power be pleased to state:

(a) whether any major irrigation project has so far been completed within time and within the original sanctioned estimate;

(b) if so the details thereof; and

(c) if not, the reasons therefor?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No, Sir.

(b) Does not arise.

(c) A statement containing the requisite information is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 78.]

Ans

Post-Retirement Passes

*1377. Shri T. B. Vittal Rao: Will the Minister of Railways be pleased to refer to the reply given to Starred Question No. 806 on the 28th February, 1958 and state when a decision is likely to be reached as regards the disparity between Class III and Class IV staff in the matter of grant of post-retirement passes?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): The matter is under consideration, but will take time.

Paradip Port

*1385. Shri Sanganna: Will the Minister of Transport and Communications be pleased to refer to the reply given to Starred Question No. 1320 on the 19th December, 1957 in respect of the Paradip Port and state:

(a) whether any amount of grant has been given during the year 1957-58 for the development of the port; and

(b) if so, to what extent?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). The Central Government do not give grants but only loans for the execution of minor port development schemes to State Governments. Accordingly a loan of Rs. 4·25 lakhs was granted to the Government of Orissa during the year 1957-58 for the execution of works relating to the development of Paradip Port.

Malarial Mosquitoes

*1386. Pandit D. N. Tiwary: Will the Minister of Health be pleased to state:

(a) whether Government are aware that at many places mosquitoes have become D.D.T. proof; and

(b) if so, whether any alternative method or medicine has been thought out to effectively destroy such malarial mosquitoes?

The Minister of Health (Shri Karimarkar): (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 79.]

All India Cattle and Poultry Show

*1387. { Shri N. R. Munisamy:
Shri Rameshwari Tantia:

Will the Minister of Food and Agriculture be pleased to state:

(a) the amount spent in connection with the All India Cattle and Poultry Show held recently in New Delhi;

(b) whether animals from all parts of the country were brought to the show; and

(c) the reasons for holding this show in New Delhi?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Rs. 1,13,000 approximately.

(b) The States of Bombay, Punjab, U.P., Madhya Pradesh, Andhra, Orissa,

Rajasthan, Delhi and Himachal Pradesh participated in the Show.

(c) The Show was held in Delhi after a lapse of five years. The All India Cattle Breeders' Conference at Indore in January 1957 recommended that the next venue may be Delhi. Since a number of foreign countries, viz. Russia, China, Hungary, Bulgaria, Mongolia, Japan, Sudan and Ethiopia sent delegates for the first time, it was considered convenient to the diplomatic missions and the Government of India for making suitable arrangements.

Suratgarh Mechanised Farm

*1388. **Shri Yajnik:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether the canal that is being projected in Rajasthan would help the working of the Suratgarh Mechanised Farm; and

(b) the total amount sanctioned by the Central and State Government for operating the farm in the current year?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) The Rajasthan Canal Project inaugurated by the Rajasthan Government on 30th March, 1958 will be passing near Suratgarh Farm. Possibilities of augmenting irrigation supplies to Suratgarh Farm from Rajasthan Canal are being examined by the State Government.

(b) The entire expenditure on the Farm is met by the Central Government. The total amount sanctioned for the year 1957-58 is Rs. 18.73 lakhs, out of which Rs. 7.00 lakhs is for capital expenditure and the balance for recurring items.

Delhi Junction Station

*1389. **Shri D. C. Sharma:**
Sardar Iqbal Singh:

Will the Minister of Railways be pleased to refer to the reply given to

Starred Question No. 205 on the 15th November, 1957 and state:

(a) the amount spent up-to-date on the remodelling of Delhi Junction Station; and

(b) when will the entire project of remodelling of this station be completed?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) An amount of Rs. 3.50 lakhs for B.G. and Rs. 6.93 lakhs for M.G. has been spent so far on remodelling the Delhi Junction Station.

(b) It is expected to complete the entire project by April, 1959.

Booking of Rice

*1390. **Shri V. C. Shukla:** Will the Minister of Railways be pleased to state:

(a) how much rice was booked from Railway Stations of Chhattisgarh area of Madhya Pradesh in the four months preceding the ban on rice exports from Madhya Pradesh to Railway Stations in North Eastern Railway and now in North Eastern Frontier Railway;

(b) whether the full booked quantity reached the destinations; and

(c) if not, whether any shortages were reported?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 319 consignments consisting of 75,315 bags weighing 1,87,131 maunds and 16 seers.

(b) and (c). No. Some discrepancies were reported.

Strike Decision of All India Port and Dock Workers' Federation

*1391. **Shri Vajpayee:**
Shri N. R. Munisamy:

Will the Minister of Transport and Communications be pleased to state:

(a) whether Government are aware of the Resolution passed by the All

India Port and Dock Workers' Federation in January, 1958 deciding to go on strike if their demands are not acceded to by Government; and

(b) if so, the reaction of Government thereto?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) A statement summarising the Federation's demands and the present position regarding each is laid on the Table of the Lok Sabha. [See Appendix VI, annexure No. 80.]

The approach of the authorities to all reasonable demands has been sympathetic. The position was personally explained by me to representatives of the Federation whom I met in Bombay on the 3rd March, 1958.

बनिहाल दरें की सुरंग

१८५६. श्री मो ला० द्विवदी : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) बनिहाल सुरंग के दूसरे मार्ग का निर्माण कब पूरा होगा ; और

(ख) इस पर अब तक कुल कितना व्यय हुआ है ?

परिवहन तथा संचार मंत्रालय में राज्य-मंत्री (श्री राज बहादुर): (क) १९६० के अन्त तक।

(ख) हर एक मार्ग पर जो खर्चा हुआ है उसका अलग अलग हिसाब नहीं रखा गया है। फिर भी जनवरी, १९५८ के अन्त तक सुरंग बनाने पर कुल खर्चा लगभग १११.६४ लाख पया हुआ है।

Indian Railways Act

1857. { **Shri H. N. Mukerjee:**
 { **Shri Muhammed Elias:**
Will the Minister of Railways be pleased to state:

(a) whether the provisions of the Indian Railways Act apply in the case

of Bharat Tramway Company operating between Wadhwan City and Surendranagar in Bombay State; and

(b) whether Government have examined the allegations that Railway Rules and Regulations are violated in the working of the Company?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes, the whole of the Indian Railways Act, 1890 (IX of 1890), except section 135 thereof, has been extended to the Tramway operating between Surendranagar and Wadhwan City.

(b) The Government Inspector of Railways' reports regarding working of the Tramway are generally satisfactory. No specific complaint regarding violation of the rules and regulations has been received, by the Government.

G. M. F. Schemes

1858. **Shri Ram Krishan:** Will the Minister of Food and Agriculture be pleased to state the total amount of loans to be given to the various States for Grow More Food Schemes during 1958-59?

The Minister of Food and Agriculture (Shri A. P. Jain): A statement giving the required information is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 81.]

All India Medical Institute

1859. **Shri V. P. Nayar:** Will the Minister of Health be pleased to state:

(a) the number of professors so far appointed in the All India Medical Institute, New Delhi;

(b) the post-graduate qualifications and teaching experience of each of these professors in subjects in which they are appointed; and

(c) the salary and other emoluments of each of them?

The Minister of Health (Shri Karmarkar): (a) 11-including three who are also Heads of Departments.

(b) and (c). A statement containing the requisite information is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 82].

All India Institute of Medical Sciences

1860. Shri V. P. Nayar: Will the Minister of Health be pleased to state:

(a) the terms and conditions of the appointment of professors and other staff in the All India Medical Institute; and

(b) whether the service in the Institute is considered to be as or equal to Government service?

The Minister of Health (Shri Karmarkar): (a) Appointments to permanent teaching posts in the All India Institute of Medical Sciences sanctioned by the Government of India are made on probation for two years. Government servants belonging to the Central or State Governments are however, appointed to these posts on deputation for a specified period. Temporary posts created by Government or the Institute are being continued on a year to year basis. Pending the finalization of the regulations of the Institute the staff are governed in respect of travelling allowance, leave, and other allowances by the terms and conditions attached to the posts and the Fundamental and Supplementary Rules. Other conditions of service, e.g. pension, gratuity, provident funds etc. will be subject to Regulations of the Institute as may be framed.

(b) The service in the Institute has not been declared to be as or equal to Government service.

All India Medical Institute

1861. Shri V. P. Nayar: Will the Minister of Health be pleased to state:

(a) the nature of advertisements made, if any, inviting applications for the posts of professor of (i) Surgery, (ii) Physiology, (iii) Pharmacology,

(iv) Radiology, (v) Biochemistry (vi) Pathology, and (vii) Medicine;

(b) whether the State Governments have been requested to send names of the best qualified persons in each subject; and

(c) the method by which the selections were made?

The Minister of Health (Shri Karmarkar): (a) A copy of the advertisement inviting applications for the posts of Professor in various Departments in the All India Institute of Medical Sciences issued in November, 1955 is placed on the Table of Lok Sabha. [See Appendix V, annexure No. 83.]

(b) The State Governments were requested not to withhold application submitted by qualified candidates employed under their control for seeking appointments in the teaching posts in the Institute.

(c) For the purpose of making recruitment the Government of India set up a Selection Committee under the Chairmanship of Dr. A. L. Mudaliar in the year 1955. That Committee decided that the various posts in the Institute should be advertised in India U.K. and in U.S.A. through the India Diplomatic Missions in those countries and that copies of the advertisement should be sent to Heads of India Diplomatic Missions in France, Western Germany, Sweden, Switzerland and Italy. It was also decided by them that candidates from countries in Europe should be interviewed in London and candidates in U.S.A. should be interviewed in New York and that a member of the Selection Committee should also be present to participate in the interview at London and New York. The composition of the interviewing Committee was as follows:

Interviewing Committee at London:

1. Dr. A. L. Mudaliar.
2. Lt. Gen. Sir Banet Hance, Medical Adviser to the Commonwealth Relations Office, U.K. Government

3. Sir Francis Fraser, Chairman of the Post-Graduate Medical Federation, London.

4. The Medical Adviser to the High Commissioner for India in London.

5. Dr. A. S. Mannedi Nair, Additional Medical Adviser to the High Commissioner for India in London.

Interviewing Committee at New York:

1. Dr. A. L. Mudaliar.

2. Dr. John B. Grant of the Rockefeller Foundation and failing that Senior Member of the Medical Organization of the Foundation.

3. Dr. M. S. Sundaram, Educational Adviser at the Indian Embassy, Washington.

The applications received in response to the advertisement in India and abroad were screened by the Selection Committee and the candidates found suitable are interviewed by the Selection Committee and appointed to the posts with the approval of the Government of India.

In certain cases, namely for the posts of Professor of General Surgery, Professor of Medicine, Professor of Preventive and Social Medicine and Professor of Anaesthesiology none of the applicants interviewed was found suitable. It was, therefore, decided that the Institute should fill these posts by negotiation in consultation with the Government.

All India Medical Institute

1862. Shri V. P. Nayar: Will the Minister of Health be pleased to state:

(a) the total expenditure incurred by the Government of India upto the 15th February, 1958 on the All India Medical Institute;

(b) the monthly expenses including salaries and allowances, contingencies and other recurring expenses as on the above date and the total expenditure thereof;

(c) the amount so far spent on building and equipment; and

(d) the total receipts so far from New Zealand under the Colombo Plan for the project?

The Minister of Health (Shri Karmarkar): (a) The total expenditure incurred upto 15th February, 1958 is Rs. 1,80,19,033-64.

(b) The monthly revenue (recurring) expenditure for the month of January, 1958, is Rs. 1,31,899-59 and the average monthly expenditure of the basis of the expenditure incurred during the preceding months of the current financial year i.e. from 1st April, 1957 to 31st January, 1958 works out to Rs. 68,394-92. The total recurring expenditure so far incurred upto 15th February, 1958, is Rs. 15,20,297-56.

(c) Rs. 1,64,71,754-23, as per details given below:—

(i) Building Rs. 1,49,35,030-00

(ii) Equipment
 & Stores. Rs. 15,36,724-23

(d) Rs. 1,32,14,064/3/-.

All India Medical Institute

1863. Shri V. P. Nayar: Will the Minister of Health be pleased to state:

(a) the number of students undergoing post-graduate training at present in the All India Medical Institute;

(b) whether any research is being done in the Institute; and

(c) if so, on what subjects or problems?

The Minister of Health (Shri Karmarkar): (a) Three in Orthopaedics. In addition, 19 candidates, who are employed as demonstrators in the departments of Anatomy, Physiology and Bacteriology etc., have registered their names for M.Sc.

Degree in Anatomy, Physiology, Pharmacology, Bacteriology and Pathology.

(b) Yes.

(c) A list showing the subjects on which researches are being done in the various departments is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 84.]

All India Medical Institute

1864. Shri V. P. Nayar: Will the Minister of Health be pleased to state:

(a) what degree is proposed to be conferred on the Medical students now studying in the All India Medical Institute; and

(b) whether the degree so conferred will be recognised by the All India Medical Council?

The Minister of Health (Shri Karmarkar): (a)-(i) M.B.B.S. degree on the Under-Graduate students on the successful completion of their course in the Institute.

(ii) M. Ch. (Orthopaedic) degree on the Post-Graduate students in Orthopaedics on the successful completion of their course in the Institute.

(b) Under Section 23 of the All India Institute of Medical Science Act, 1956 (Act 25 of 1956), Medical Degrees or Diploma granted by the Institute shall be recognised medical qualifications for the purposes of the Indian Medical Council Act, 1933, and shall be deemed to be included in the First Schedule of that Act.

Plant Protection Schemes

1865. Shri R. Narayanasamy: Will the Minister of Food and Agriculture be pleased to state:

(a) what amount has been allotted for the Plant Protection Schemes in the States of Madras and Kerala for the current year;

(b) the nature of the schemes sanctioned; and

(c) the amount already spent?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) to (c). A statement giving the required information is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 85.]

C. D. and N.E.S. Schemes in Marathwada (Bombay)

1866. Shri Pangarkar: Will the Minister of Community Development be pleased to state the total amount spent on Community Development and National Extension Service Schemes in the Marathwada region of Bombay so far by the Central Government?

The Minister of Community Development (Shri S. K. Dey): Central financial assistance so far released in favour of Reorganised Bombay State (including the erstwhile Bombay Unit) amounts to Rs. 5·19 crores as shown below:—

Grant ..	Rs. 2·85 crores.
Loan ..	Rs. 2·34 crores.

Payments to State Governments are made on the basis of total expenditure incurred in all blocks comprised in each allotment series irrespective of their location. Region-wise break-up of the above figures is not therefore available. The figures are being asked for from the Bombay Government.

Fair Price Shops in U.P.

1867. Shri S. M. Banerjee:
Shri Tangamani:

Will the Minister of Food and Agriculture be pleased to state:

(b) the number of fair-price shops in Eastern Districts of U.P.; and

(b) the number of new shops likely to be opened?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) At present

1,300 fair price shops are functioning in the Eastern Districts of the State;

(b) More shops will be opened if necessary according to the need felt from time to time.

Forest Development

1888. Shri Panigrahi: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount asked for forest development by Orissa State during 1958-59;

(b) the amount of grant given; and

(c) the schemes for which such grants have been given?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Rs. 11,89,400.

(b) The sum of Rs. 11,89,400 is made up as under—

Central Loan	Share Grant	State share	Total Rs.
4,63,900	2,27,750	4,97,750	11,89,400

(c) The schemes are mentioned below. Funds to the extent of Rs. 6,91,650 being the share of the Government of India, will be sanctioned on receipt of detailed schemes:—

1. Training of Forest Guards.
2. Training of Assistant Conservators of Forests, Rangers and Foresters.
3. Demarcation of Forests.
4. Softwood Plantations.
5. Plantation of Teak and other valuable timbers.
6. Creation of Sabai grass, Russia Grass and Khar Plantations.
7. Communications.
8. Construction of buildings and wells.
9. Management of ex-zamindary forests.
10. Creation of National park including sanctuary.

Family Planning Centres in Madras

1889. Shri Subbiah Ambalam: Will the Minister of Health be pleased to refer to the reply given to Unstarred Question No. 804 on the 29th November, 1957 and state the number of family planning centres so far opened in the Madras State?

The Minister of Health (Shri Kamarkar): 27 urban and 65 rural Family Planning Centres have so far been opened in Madras State as detailed below:—

Sponsoring authority	Number of Family Planning Centres opened		
	Urban	Rural	Total
State Governments	15	63	78
Local Bodies	9	..	9
Voluntary Organisations	3	2	5
TOTAL	27	65	92

Letter Boxes on Passenger Buses

1890. Shri Subbiah Ambalam:

Will the Minister of Transport and Communications be pleased to state the names of such routes where facil-

lities of letter boxes have been provided on passenger buses in Madras State?

The Minister of State in the Ministry of Transport and Communications (Shri R. J. Nahander): The informa-

tion is being collected and will be placed on the Table of the Sabha shortly.

Scheduled Castes and Scheduled Tribes in P. & T. Department

1571. Shri Kumbhar: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 1351 on the 6th September, 1957 and state:

(a) whether the vacancies grade-wise of the reserved quota for Scheduled Castes and Scheduled Tribes have since been filled up in Sambalpur Postal Division;

(b) if not, the reason therefor;

(c) the total number of persons appointed as mail runners and peons etc. since then; and

(d) the total number of Scheduled Castes and Scheduled Tribes among them?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (d). A statement showing the information is placed on the Table of the Lok Sabha [See Appendix VI, annexure No. 86.] The reserved quota for Scheduled Castes was filled by them. The reserved quota for Scheduled Tribes was not, however, fully taken up for want of suitable candidates belonging to these Tribes.

Central Godowns in Bihar

1572. Shri Anirudh Sinha: Will the Minister of Food and Agriculture be pleased to lay on the Table a statement showing:

(a) the number and names of places of Central Godowns in Bihar for storage of foodgrains;

(b) the quantity of different kinds of foodgrains released for sale through the fair price shops and the rates thereof upto 28th February, 1958; and

(c) the position of the stock of foodgrains as on the 15th March, 1958 in the various Central Godowns in Bihar?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) There are Central Government depots at the following 20 centres in Bihar:—

Patna (including Marufganj).

Muzaffarpur.

Darbhanga.

Gaya.

Manpur.

Jainagar.

Mokameh.

Katihar.

Jamshedpur.

Madhepura

Purnea.

Bhaga.

Bhagalpur.

Sultanganj.

Monghyr.

Forbesganj.

Garhbeta.

Ranchi.

Kodarma.

Daltonganj.

(b) 100,900 tons of foodgrains were released from Government stocks (Central and State) for sale through fair price shops during January and February 1958. Government issue prices are Rs. 14 per maund for wheat, Rs. 16 per maund for rice and Rs. 12 per maund for gram, all ex-godown and inclusive of the cost of gunnies. The retailers have been getting a commission of -|8/- annas to Rs. 1|8/- per maund, the variation depending on the distance of the retail centres from the godown and the cost of transport.

(c) 40·3 thousand tons of foodgrains were in stock in the Central Government godowns in Bihar on 15th March 1958. (This excludes 156,000 tons held in stock by the State Government).

Money Orders

1873. Shri H. N. Mukherjee: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that in many recent cases money sent by money order to addressees in the branch and sub-post offices in Purbatthali Police Station, District Burdwan, West Bengal, have remained unpaid on account of lack of funds for a number of days;

(b) whether it is a fact that the number of cash overseers who take money round to different post offices in the area is absolutely inadequate; and

(c) what steps are being taken in the matter?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (c). The information is being collected and will be placed on the Table of the Sabha.

Santa Cruz Airport

1874. Shri Naushir Bharucha: Will the Minister of Transport and Communications be pleased to state:

(a) what are the main features incorporated in the expansion or modernisation of the Santa Cruz Airport; and

(b) what was the total amount of expenditure on modernisation with their break-up figures?

The Minister of Transport and Communications and Irrigation and Power (Shri S. K. Patil): (a) and (b). A statement is laid on the Table of Lok Sabha giving the requisite information. [See Appendix VI annexure No. 87].

School for Visakhapatnam Aerodrome Colony

1875. Shri Elayaperumal: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that Government have received any memoran-

dum from the Visakhapatnam Aerodrome Colony's children to open a school for them; and

(b) if so, what action has been taken thereon?

The Minister of Transport and Communications and Irrigation and Power (Shri S. K. Patil): (a) No, Sir.

A memorandum was, however, received by Shri Raj Bahadur, Minister of Shipping, from Civil Aviation Department Employees' Union, Visakhapatnam Branch on the 16th November, 1967 regarding provision of transport facilities for school going children at Vishakhapatnam. The memorandum is receiving consideration along with the general question of grant of such facilities at other aerodromes.

(b) Does not arise.

दिल्ली में सिचाई के कुएँ

१८७६. श्री नवल प्रभाकर : क्या आज तक हुवि मंत्री यह बताने की हुपा करेंगे कि :

(क) द्वितीय पंचवर्षीय योजना के अन्तर्गत दिल्ली क्षेत्र में सिचाई के लिये जो २,००० कुएँ खोदे जाने वाले थे उनमें से अब तक कितने खोदे जा चुके हैं ;

(ख) इन कुओं से कितने एकड़ भूमि की निचाई हो सकती ; और

(ग) इससे कितना और अनाज उत्पन्न होगा ?

आज तक हुवि मंत्री (श्री श्र० प्र० लंक) :

(क) ३७३ नए कुएँ ।

(ख) १८६५ एकड़ भूमि ।

(ग) ३२२ टन अनाज ।

अलीपुर सामुदायिक परियोजना

१८७७. श्री नवल प्रभाकर : क्या आज तक हुवि मंत्री यह बताने की हुपा करेंगे कि :

(क) क्या दिल्ली के अलीपुर सामुदायिक परियोजना खण्ड में कसाईकानों

से प्राचीन रेस्ट को कृपा बताने के लिये प्रतिशत के देने के लिये कोई ग्रामोचिक सहायक रखने का विचार है ;

(क) यदि हां, तो इस रक्त-बूर्ज के उपरोक्त से दोषों और दूसरों पर क्या उम्मात पड़ती ; और

(ख) दिल्ली में कितना रक्त-बूर्ज द्वारा होने का अनुमान है ?

संविधान सभा कृपा बताएं (जी अ० अ० बैंग) :

(क) जी नहीं ।

(ख) और (ग). प्रश्न उत्पन्न नहीं होता ।

National Highways

1873. Shri D. C. Sharma: Will the Minister of Transport and Communications be pleased to state the names of National and State Highways in Delhi?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): A statement showing the names of National Highways in Delhi is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 88]. There is no road in Delhi classified as a "State Highway".

पुरानी सड़कों की अवस्था

१८७६. जी बहुम देव : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि वर्ष १९५७-५८ में हिमाचल प्रदेश में कितनी पुरानी सड़कों की अवस्था की गयी और उस पर कितना बन आया हुआ?

परिवहन तथा संचार मंत्रालय में राज्य बंधी (जी राज बहादुर) : ६७ सड़कों की अवस्था की गई जिन पर लगभग २१.४ साल रुपया खर्च होने का अनुमान किया जाता है ।

हिमाचल प्रदेश में परिवहन संचार संस्था २२

१८८०. जी बहुम देव : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश में राष्ट्रीय राज-थार सेस्टों २२ पर स्थित नवीनियत तक ३ कुट का रास्ता कब तक तैयार हो जायगा ; और

(ख) रामपुर से कहां तक जीप चलाने योग्य सड़क तैयार हो गयी है ?

परिवहन तथा संचार मंत्रालय में राज्य बंधी (जी राज बहादुर) : (क) सन् १९५८ के अन्त तक ।

(ख) रामपुर से आगे लगभग २० भील तक सड़क को जीप चलाने योग्य बना दिया गया है ।

हिमाचल प्रदेश में बन

१८८१. जी बहुम देव : क्या जात्य तथा कृषि बंधी यह बताने की कृपा करेंगे कि :

(क) क्या यह सब है कि बन बेचने के लिये नीलाम करने में बजाय हिमाचल प्रदेश सरकार ने टेन्डर मांगने की नीति अपनाई है ;

(ख) क्या यह सब है कि टेन्डर मांगने की प्रवाली से आय के कम हो जान की संभावना है ;

(ग) क्या यह भी सब है कि इस प्रवाली से छोटे व्यापारियों को अवसर नहीं बिल पाता ; और

(घ) क्या सरकार इस नीति पर पुनः विचार करेगी ?

जात्य तथा कृषि बंधी (जी अ० अ० बैंग) :

(क) जब कि नीलाम करने से जल्दी बचपन

(अ) अपेक्षित करने वाले दो प्राप्ति करने की सम्भावना नहीं होती, टेन्डर बंगवाने पड़ते हैं। हिमाचल प्रदेश प्रशासन की ओराउ नीति के मानसार टेन्डर बंगवाये जाते हैं, अस्तु श्री-क्लैंट ऑफिसरों के हितों की विशेष रक्खा करने के हेतु नीलामी भी किये जाते हैं।

(ब) जी नहीं। हिमाचल प्रदेश प्रशासन ने रिपोर्ट की है कि टेन्डर बंगवाने के तरीके में घायल में वृद्धि हुई है।

(ग) जी नहीं।

(घ) प्रश्न उत्त्वन्न नहीं होता।

Dacoity in Jiron Railway Station

1882. Shri V. C. Shukla: Will the Minister of Railways be pleased to state:

(a) whether the Railway Station of Jiron and residential quarters of the railway staff near Lalitpur were raided by armed dacoits on or about the 8th December, 1957 and official records burnt; and

(b) if so, what is the extent of the damage and loss caused to Railway property?

The Deputy Minister of Railways (Shri Shahnaawaz Khan): (a) Yes, but no official records were burnt.

(b) The loss caused to the Railway was as under:—

(i) Cash, Rs. 22·4 N.P.

(ii) One ticket costing 19 N.P.

Assault in Pipraigaon Railway Station

1883. Shri V. C. Shukla: Will the Minister of Railways be pleased to state:

(a) whether on the 27th December, 1957 there was any assault by thieves on the Station Master of Pipraigaon Station in Kotah District, resulting in injuries to him and his family; and

(b) what measures have been taken to safeguard railway property and personnel from such incidents?

The Deputy Minister of Railways (Shri Shahnaawaz Khan): (a) Yes.

(b) As a security measure, one Constable of the Government Railway Police is deputed from Guna to guard Pipraigaon station at night. Again the local District Police have included the railway station area in their night patrolling.

Rice Godowns in Orissa

1884. Shri Sanganna: Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 424 on the 20th November, 1957 in respect of the Rice Godowns in Orissa and state the stage at which the matter stands at present?

The Minister of Food and Agriculture (Shri A. P. Jain): The layout plans for the godowns at Khurda Road have been finalised and the State Government have been approached for acquisition of land. In regard to Balasore, the layout plans are under examination.

Bhopal Railway Station

1885. Shri V. C. Shukla: Will the Minister of Railways be pleased to state:

(a) whether any scheme has been prepared for the construction of a new railway station at Bhopal;

(b) if so, the stage at which it rests; and

(c) when the work of construction is expected to be taken in hand?

The Deputy Minister of Railways (Shri Shahnaawaz Khan): (a) to (c): A scheme costing Rs. 14·28 lakhs for constructing a new station building at Bhopal was drawn out sometime back, but due to paucity of steel and cement the proposal had to be dropped. Proposals to provide necessary amenities, such as improved bath-room facilities,

onstruction of a separate parcel office with platform and necessary sidings etc., are now under consideration and the work is expected to be taken in hand in 1958-59.

केन्द्रीय जल तथा विद्युत आयोग

प्रश्न ६. श्री पद्म लेख : क्या लिंगाई और विद्युत मंडी यह बताने की कृपा करेंगे कि क्या यह सच है कि केन्द्रीय जल तथा विद्युत आयोग का कार्यालय ग्वालियर मेंवा जा रहा है ?

लिंगाई तथा विद्युत उप-मंडी (श्री हाथी) : यह निश्चय किया गया है कि यदि ग्वालियर में जगह मिल जाय तो केन्द्रीय जल तथा विद्युत आयोग के बाद और विद्युत स्कन्धों को दिल्ली और शिमला से बहां में विद्या जावे ।

Compensation to Jotedars in Tripura

प्रश्न ७. Shri Dasaratha Deb: Will the Minister of Transport and Communications be pleased to state:

(a) whether full compensation has been paid to all the jotedars whose lands were acquired for the construction of Kamalpur-Ambasa road in Tripura;

(b) if not, when such compensation is expected to be given;

(c) how many jotedars are still waiting for compensation; and

(d) the rate of compensation payable to jotedars for each Kani of land?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Payment has been made in about 90% cases.

(b) By 31st March, 1958 in most of the cases.

(d) Rs. 15 to Rs. 500 per kani according to nature and location.

Loss of Money from a Mail Bag

प्रश्न ८. Shri Kumbar: Will the Minister of Transport and Communications be pleased to state:

(a) whether it is a fact that a certain amount has been found missing from a Mail Bag sent by Patnagarh Sub-Post Office to Khaprakhol Branch Post Office on the 21st December, 1956; and

(b) if so, the action taken thereon?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) The case was reported to Police. The amount of loss has been ordered to be recovered from officials, who were found negligent in the performance of their duties.

Railway Accidents

प्रश्न ९. *Shri Subodh Hansda:
Shri S. C. Samanta:*

Will the Minister of Railways be pleased to state:

(a) the total number of Railway accidents that have occurred in between Jhargram and Kharagpur Railway Stations since 1950 up-to date;

(b) how many are major and how many are minor accidents; and

(c) whether Government have enquired into the causes of these accidents?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Eighteen train accidents.

(b) Two serious and sixteen minor accidents.

Train Examiners

1890. { Shri S. M. Banerjee:
 Shri Prabhat Kar:
 Shri Muhammed Elias:
 Shri Sarju Pandey:
 Shrimati Renu
 Chakravarthy:
 Shri Ganpati Ram:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that Train Examiners have not been given promotions to the upgraded posts as per 'New Deal' in South Eastern, North Eastern Frontier and Central Railways;

(b) if so, the reasons therefor; and

(c) the steps taken by Government in this regard?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) to (c). The upgrading orders are under implementation on these three Railways.

Dog-bite cases in Delhi

1891. Shri Kumbhar: Will the Minister of Health be pleased to state:

(a) whether it is a fact that dog biting cases are increasing in Delhi;

(b) if so, the steps taken for controlling pet dogs and lessening the number of stray dogs;

(c) the number of persons attacked and treated in Government hospitals during the year 1957 and 1958 so far;

(d) whether they were treated on payment or free of charge; and

(e) the details thereof?

The Minister of Health (Shri Karmarkar): (a) Yes. There was a slight increase in 1957 over that of 1956 by 76 cases;

(b) By licensing of pet dogs and destruction of stray dogs. During the year 1956 and 1957, 4090 and 3901 pet dogs were licensed, and 14,256 and 13,964 stray dogs were destroyed in 1956 and 1957 respectively by various local bodies.

(c) Number of persons attacked in 1957 and 1958 (till the end of February) was 5714 and 1534 respectively, and the number of persons treated in Government Hospitals during the years 1957 and 1958 (upto the end of February) was 2759 and 740 respectively.

(d) Indigent patients and those belonging to Contributory Health Service Scheme were treated free, while the others were treated on payment.

(e) Details of the number of patients treated free and on payment in the Government Hospitals are as follows:

		1957		1958 upto the end of February.	
		Paid	Free	Paid	Free
Hindu Rao Hospital		754	358	208	73
Safdarjang Hospital		41	426	37	57
Willingdon Hospital		96	1084	35	330
TOTAL		891	1868	280	460

Paying patients are charged @ Rs. 5/- for the whole course of treatment.

Besides the Government Hospitals, attacked persons were also treated in the Delhi Municipal Committee Centres. The number of persons treated

in these Centres in 1957 and 1958 (till the end of February) was as follows:—

1957 ..	2390
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1958 (till the end of February) ..	547
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वाय रेलवे वालों की कमीशन

१८६२. श्री आमल भाई अध्यक्ष : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह मत है कि नई दिल्ली और पुरानी दिल्ली में रेलवे स्टेशनों पर चाय बेचने वालों को दिये जाने वाले कमीशन की दरें भिन्न भिन्न हैं ;

(ख) यदि हाँ, तो इसके क्या कारण हैं ; और

(ग) इस सम्बन्ध में सरकार क्या कार्यवाही करना चाहती है ?

रेलवे उपमंत्री (श्री शाहनबाज खां) :

(क) जी तां ।

(ख) और (ग) कमीशन की दर निर्धारित करते समय इस बात का ध्यान सख्त जाता है कि स्टान कहां बना दुआ है, बिक्री कहां लिहाज से उसका भौका कैसा है और उस पर कितने गात्रक आते हैं। इसलिए हो सकता है कि

(ख) क्यों इन कालोनियों में कोई प्रसूति-गृह है ;

एक ही स्टेशन पर कमीशन की दर अलग-अलग हो ।

Staff of P & T Deptt.

१८६३. { Shri S. M. Banerjee:
Shri Tangamani:

Will the Minister of Transport and Communications be pleased to state:

(a) the number of Class I and Class II posts in each of the Departments of the Posts and Telegraphs as compared to Class III and Class IV staff at present; and

(b) whether there is any definite ratio maintained between gazetted and non-gazetted staff and between Class I and Class II?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur) : (a) Information regarding the figures of staff according to classes as on 31-3-57 is as follows:

Branches of Posts and Telegraphs.	Class			
	I	II	III	IV
1. Postal including R. M. S.	110	234	155,126	80,808
2. Telegraph Engineering	196	541	34,976	6,537
3. Telegraph Traffic	9	81	7,890	5,178

(b) No ratio is maintained between gazetted and non-gazetted staff nor between Class I and Class II.

प्रसूति-गृह

१८६४. श्री राठ स० तिथारी :

क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि ;

(क) ईस्ट, मेन और वेस्ट विनियनगर, लोडी कालोनी और मैडिकल एनक्लेव में कितने सरकारी कर्मचारी रहते हैं ;

(ख) यदि नहीं, तो सरकार द्वारा कौन सी अन्य व्यवस्था की गई है;

(घ) यदि हाँ, तो प्रसूति-गृह कहां कहां है और उनमें प्रत्येक में कितने विस्तरों की व्यवस्था है ;

(इ) ये प्रसूति-गृह अंशदायी स्वास्थ्य सेवा योजना के अधिकारियों वे: नियंत्रण के अन्तर्गत है अथवा किस: अन्य विभाग के ; और

(च) गत आठ महीनों में इन प्रसूति-गृहों में कितनी भवितावें रजिस्टर हुई ?

(स्वास्थ्य भवी (धी कागज़)):
 (क) इन ज़ों से रहने वाले सरकारी कर्मचारियों की ठीक-ठीक संख्या उपलब्ध नहीं है, लेकिन अंगदायी स्वास्थ्य सेवा योजना द्वारा अवैतनिक दिव्ये गये टोकन-कार्डों के आधार पर सरकारी कर्मचारियों की संख्या लगभग इस प्रकार है :-

१. ईस्ट बिनयनगर	५०००
२. मेन बिनयनगर	६३००
३. बेस्ट बिनयनगर	१५००
४. लोदी कालोनी	६०००
५. मेडिकल एन्ड इंजिनियरिंग	२०००

(ख) से (घ): लोदी कालोनी और बिनयनगर (मेन) में प्रमुख एवं विशु कल्याण केन्द्र हैं। १२ विस्तरों का एक वाँड लोदी रोड बैंद्र में सम्बद्ध है जो प्रसूति की सुविधायें प्रदान करता है। ये बैंद्र तथा कोटला-मुबारकपुर और मालदीय-नगर के बैंद्र इन इनकों में रहने वाले अंगदायी स्वास्थ्य सेवा योजना द्वारा हित-ग्राहियों के प्रसूति रोगियों की देखभाल करते हैं। विलिंगडन उपचार्य-गृह, नई दिल्ली, लेडी हार्डिंग मेडिकल कालिज और अस्पताल नई दिल्ली, श्रीमती गिरवारीलाल अस्पताल दिल्ली सेट स्टेकेस अस्पताल, दिल्ली और विकटोरिया जनाना अस्पताल, दिल्ली में भी इन हितग्राहियों के प्रसूति-रोगियों के लिए विस्तरे उपलब्ध हैं।

(घ) लोदी कालोनी और बिनयनगर के प्रसूति एवं विशु कल्याण केन्द्र, नई दिल्ली नगरपालिका के और कोटला-मुबारकपुर तथा मालदीयनगर केन्द्र दिव्याण दिल्ली नगरपालिका के प्रशासकीय नियन्त्रण में हैं। विलिंगडन उपचार्य-गृह और लेडी हार्डिंग मेडिकल कालिज और अस्पताल स्वास्थ्य मंत्रालय के प्रशासकीय नियन्त्रण में हैं, विकटोरिया जनाना अस्पताल दिल्ली, प्रशासन, श्रीमती गिरवारीलाल अस्पताल, दिल्ली नगरपालिका और सेट स्टेकेस अस्पताल विविध विभाग की व्यवस्था में हैं।

(च) लोदी रोड, बिनयनगर, कोटला-मुबारक और बैंद्र इनकों में प्रमुख एवं विशु कल्याण केन्द्रों में प्रमुख आठ महीनों में रजिस्टर की गयी हित-ग्राहियों का मंज़ा १०६७ थी।

Telephone Connections at Howrah

1895. Shri Ghosal:
Shri B. Das Gupta:

"Will the Minister of Transport and Communications be pleased to state:

(a) how many applications for telephone connections from the town of Howrah are pending; and

(b) what is the date of the oldest application?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 2485.

(b) 15-6-1945.

Case against Railway Employees

1896. Shri H. N. Mukerjee: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that in connection with a criminal case instituted by the Police against certain employees of the Divisional Superintendent's Office, Eastern Railway, at Asansol, the Railway Administration engaged and paid for an advocate brought from Calcutta; and

(b) the amount sanctioned and spent on this account?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) Yes.

(b) The advocate was engaged on a fee of Rs. 400 per day. The amount so far spent on this case is Rs. 3,169.37 Np.

कानपुर में डाक बॉटने के बोन्ड

१८६७. श्री अगवाला अवस्था : क्या परिवहन तथा संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कानपुर शहर में डाक बॉटने के लिए मुल्य डाकघर के अतिरिक्त डाक बॉटने के ग्रन्थ कार्यालय भी खोले गये हैं;

(ख) यदि हाँ, तो कितने और किन कारणों से वे खोले गये हैं ;

(ग) क्या यह नई व्यवस्था करने के बाद भी डाक देर से बाटे जाने के सम्बन्ध में जनता से शिकायतें प्राप्त ई हैं ; और

(घ) यदि हाँ, तो इस विषय में क्या कार्यवाही की गयी है ?

परिवहन तथा संचार मंत्रालय में राज्य मंत्री (श्री राज बहादुर) : (क) जी हाँ।

(ख) द्य:—नगर में डाक की छंटाई तथा उसके वितरण के कार्य में और अधिक दक्षता नाने के लिये ।

(ग) जी हाँ ।

(घ) छंटाई एवं वितरण डाकिये और अधिक संस्था में लगाये गये हैं ।

Petroleum Products

1888. Shri Raghunath Singh: Will the Minister of Transport and Communications be pleased to state the tonnage of petroleum products handled by Inland Water Transport and Indian Shipping in the year 1957?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Indian Shipping transported 1,94,467 tons of petroleum products on the coast during the year 1957.

Information in regard to petroleum products handled by Inland Water Transport is being collected and will be laid on the Table of the House as soon as possible.

Cinchona Plantations in West Bengal

1899. Shri Manan: Will the Minister of Health be pleased to state:

(a) whether it is a fact that Cinchona Plantation in West Bengal is managed by the State Government on behalf of the Government of India;

(b) if so, whether the Government of India have made any payments to the Government of West Bengal to defray the charge in respect of the Plantation;

(c) the payments made for 1955-56, 1956-57 and 1957-58;

(d) what are the heads under which the Grants made by the Government of India are spent; and

(e) whether there is any proposal to take over the management of the Cinchona Plantation in West Bengal by the Central Government?

The Minister of Health (Shri Karmarkar): (a) The Cinchona Plantation in West Bengal are not managed by the State Government on behalf of the Government of India.

(b), (c) and (d). In view of information under (a) these points do not arise.

(e) No.

Air Flights

1900. Shri Rameshwar Tantia: Will the Minister of Transport and Communications be pleased to state:

(a) the number of flights of I.A.C. which were delayed, postponed or cancelled during 1957-58; and

(b) how many of these were due to unserviceability of the aircraft?

The Minister of Transport and Communications and Irrigation and Power (Shri S. K. Patil): (a) and (b). The total number of scheduled services of the Indian Airlines Corporation which were delayed by more than 30 minutes due to various reasons during 1957 was 3729 of which 603 were due to mechanical trouble.

Automatic Telephone Exchanges In Gauhati and Shillong

1901. Shri Bhagavati: Will the Minister of Transport and Communications be pleased to state:

(a) whether there is any proposal for installation of automatic telephone exchanges at Gauhati and Shillong in the State of Assam; and

(b) if so, when the work of installation is going to start?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes.

(b) It is intended to undertake the installation of these exchanges during the 2nd Plan period, but it is too early to give more specific targets.

Refractionists and Opticians

1902. Shri Bahadur Singh: Will the Minister of Health be pleased to state:

(a) whether it is a fact that Government have prepared a scheme for the training of Refractionists and Opticians and also started training in a number of Hospitals;

(b) if so, the names of such Government institutes where the training is given;

(c) the number of students being trained therein at present; and

(d) whether any opticians association have submitted any memorandum in the past demanding to start such a scheme for training and registration in this connection?

The Minister of Health (Shri Karunanidhi): (a) Yes.

(b) (i) Gandhi Eye Hospital, Aligarh.

(ii) Sarojini Devi Hospital and Institute of Ophthalmology and Otolaryngology, Hyderabad.

(c) 32 (20 at the Gandhi Eye Hospital, Aligarh and 12 at the Sarojini Devi Hospital, Hyderabad).

(d) Yes.

Medium and Minor Irrigation

1903. Shri Shivananjappa: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount allotted to the State of Mysore for medium and minor irrigation works in 1957-58 and how much has been actually spent; and

(b) the extent of land brought under cultivation as a result of these works?

The Minister of Food and Agriculture (Shri A. P. Jain): (a) Rs. 94 lakhs and Rs. 127.57 lakhs were allotted during 1957-58 for Medium Irrigation works and Minor Irrigation Works respectively.

Complete information regarding actual expenditure incurred is not available. According to information received from State Government actual expenditure incurred upto 30th September, 1957 is Rs. 30.5 lakhs for Medium Irrigation Works and Rs. 32.33 lakhs for Minor Irrigation Works.

(b) Complete information regarding land brought under cultivation is not available. According to information received from the State Government—land brought under cultivation from April to September, 1957 as a result of implementation of medium irrigation schemes is 24,540 acres and minor irrigation schemes is 10,401 acres.

New Railway Lines for Mysore

1904. Shri Shivansjappa: Will the Minister of Railways be pleased to state:

(a) the new railway lines in the Mysore State which are proposed to and where surveys have been completed; and

(b) whether any railway line is likely to be taken up and completed in the Second Five Year Plan period in the State of Mysore?

The Deputy Minister of Railways (Shri Shah Nawaz Khan) (a) Surveys have been carried out recently for the following new railway lines, which fall either wholly or partly in the State of Mysore:

1. Mangalore—Hassan.

2. Salem—Bangalore

3. Tellicherry—Coorg—Mysore (Survey in progress).

(b) None of these lines appears in the list of projects already approved by the Planning Commission for construction during the Second Five Year Plan period.

हिमाचल प्रदेश के गांवों और नगरों में विजली लगाना

१६०५ *{* श्री नेक राम नेही :
श्री भक्त वर्णन :

क्या सिचाई और विद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश के महासु जिले में कितने गांवों और नगरों में प्रथम पंचवर्षीय योजना के अन्तर्गत विजली लगाई गयी ;
और

(ख) किन-किन जगहों पर विजली लगाने की व्यवस्था की गई है और इब तक वहां पर विजली न पहुँचने के क्या कारण है ?

सिचाई तथा विद्युत उपनिवेश (श्री हाथी):

(क) पहली पंचवर्षीय योजना काल में हिमाचल प्रदेश के महासु जिले के विविध गांव या कस्बे को विजली नहीं दी गई।

(ख) महासु जिले के धानेवार, पामलाई शायना, मरांस, हिम्तला तथा कोटगढ़ गांवों में विजली देने के लिये प्रबन्ध कर दिये गये हैं किन्तु विजली की कमी के कारण इन बस्तियों को अब तक विजली नहीं दी जा सकी। यह क्षेत्र पहली योजना के “रामपुर-कोटगढ़ तथा उसके पास के क्षेत्रों में विजली पहुँचाने की योजना,” में सम्मिलित है। इस योजना का संशोधन कर दिया गया है और इसका क्षेत्र बड़ा दिया गया है। अब इस योजना के अन्तर्गत रामपुर के पास नोगलो में ५०००००००००००० की एक पन-विजलो मशीन नगरी जायेगी और एक बड़े क्षेत्र के विजली दी जाएगी। सिचाई तथा विद्युत परियोजनाओं के लिये नियुक्त मलाहवार ममिति ने हाल ही में इस योजना को स्वीकृत किया है।

पहली योजना में भारत सरकार ने ‘डीजल सेट लारीदाने’ की एक योजना को स्वीकृत किया था। इनमें से कुछ सेट दूसरी योजना अधिक में रामपुर विधोग तथा सोलन में लगाए गये हैं। अब तक इन क्षेत्रों से महासु जिले के बेर, मोलन बूप्री सलोधा, रामपुर तथा विधोग गांवों तथा कस्बों को विजली दी गई है।

विधोग विजली घर की धारिता अतिरिक्त डीजल सेट लगा कर बढ़ाई जा रही है ताकि नारकड़ा, धानेवार, पामलाई, शायना, मरांस, हिम्तला, कोटगढ़, कोटलाई और कुकरी गांवों को विजली दी जा सके। इससे नोगली पन-विजली योजना के पूरे होने से पहले ही महासु जिले के शायिद गांवों को अन्तरिम अवधि के लिये विजली लिल सकेगी।

Effective Coaching Stock

1906. Sardar Iqbal Singh: Will the Minister of Railways be pleased to state:

(a) the number of effective coaching stock on the Northern Railway in January, 1958;

(b) whether it is a fact that there was a shortage of coaches at the end of January, 1958; and

(c) if so, the reasons therefor?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 1388 Numbers—BG 448 Numbers—MG 93 Numbers—NG

(b) Yes.

(c) The critical situation for Passenger coaches on the Northern Railway towards the end of January, 1958 was created (i) on B.G due to having to clear special rush of passengers during the Magh Mela festival and (ii) on M.G. due to having sent on loan to North-Eastern Railway, coaches to handle the extra traffic due to the Congress Session at Gauhati.

Road Transport in Himachal Pradesh

1907. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the amount allotted for the development of road transport in Himachal Pradesh during the Second Five Year Plan; and

(b) the names of the proposed schemes under the Second Five Year Plan for the development of road transport in the Himachal Pradesh?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) and (b). A statement giving the information required is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 89.]

Money Orders Remittances

1908. Shri Kumbhar: Will the Minister of Transport and Communications be pleased to refer to the reply given to Unstarred Question No. 583 on the 25th February, 1958 and state:

(a) whether the remittances have since been paid to the Payees or returned to the remitters according to money order forms; and

(b) if not, the reason therefor?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) Yes—Out of eight money orders, six have since been paid to the payees. One money order has been returned to the remitter as the payee refused to accept it. The eighth has also been returned to the remitter as the payee was not found.

(b) Does not arise.

Kantabanji Railway Station

1909. Shri Kumbhar: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1483 on the 11th September, 1957 and state:

(a) whether the work of providing electric lights and fans at Kantabanji Railway Station Building and staff quarters has been undertaken; and

(b) if not, the reasons for the delay?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) The station and platforms of Kantabanji have already been provided with electric lights. No lights or fans have been provided so far in staff quarters.

(b) The capacity of the generating sets in Railways Power House at Kantabanji is not adequate to supply electric power required for

electrifying staff quarters and for providing fans in the Railway Station buildings. The work of providing fans in the station building and lights and fans in the staff quarters will be taken in hand after negotiations, which are in progress with Orissa Government for Power Supply at Kantabanji, are finalised. The detailed estimate for this work has, however, been sanctioned and the work will be taken up shortly.

Sleeping Accommodation in Trains

1910. { Shri A. K. Gopalan:
 { Shri Vasudevan Nair:

Will the Minister of Railways be pleased to state:

(a) whether the public have made any representation to Government for providing sleeping coaches in III class in the Madras-Mangalore Express trains; and

(b) if so, whether any steps have been taken to provide this amenity?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) Yes.

(b) Sleeping accommodation in III Class has so far been provided only as an experimental measure and on a few selected trains.

The question of extension of this facility to more trains will be considered when the design of the sleeper coaches is finalised and coaches of the approved design are built and become available.

Telephone Connections in Andhra Pradesh

1911 { Shri Rangarao:
 { Shri M. R. Krishna:

Will the Minister of Transport and Communications be pleased to state:

(a) the number of new telephone connections given in Andhra Pradesh during 1957 and 1958;

(b) the number of telephone connections proposed to be given in 1958-59 in Telengana area of Andhra Pradesh; and

(c) whether such facilities will be extended to Jagtial, Sircilla and other important commercial and Taluqa Headquarters?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 1956-57 1286.

1957-58 1441.

(b) 1298

(c) Yes.

Amritsar Railway Workshop

1912. Shri Daljit Singh: Will the Minister of Railways be pleased to state:

(a) the number of persons selected to Class IV posts from the 1st January, 1957 to the 28th February, 1958 in Amritsar Railway Workshop

(b) the number of applications received for these vacancies during the same period; and

(c) the number of Scheduled Caste candidates selected among them?

The Deputy Minister of Railways (Shri Shahnawaz Khan): (a) 454.

(b) 4190.

(c) 38.

Tourists' visit to Kulu

1913. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the number of tourists who visited Kulu Valley during 1957; and

(b) the names of the countries from which the foreigners who toured Kulu came and their number?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 1703 tourists.

(b) 50 foreign tourists visited Kulu Valley. The nationality-wise figures are given below:—

Nationality	No. of tourists.
Pakistani	2
British	27
Canadian	6
German	6
Austrian	3
American	26
Iraqi	1
Syrian	1
French	4
Denish	1
Norwegian	1
Japanese	1
Nepali	1
Total	80

Telephones

1914. Shri Daljit Singh: Will the Minister of Transport and Communications be pleased to state:

(a) the number of applicants still on the waiting list for the installation of telephones in Hoshiarpur District of Punjab;

(b) the reasons for not supplying telephones to them so far; and

(c) when those applicants are expected to be provided with telephones?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) 3.

(b) All the three connections are long distance connections. One connection is held up for want of stores. Acceptance of rent and guarantee terms is awaited in respect of other two.

(c) (i) On receipt of stores.

(ii) Acceptance of rent and guarantee terms.

Maternity Homes in Himachal Pradesh

1915. Shri Daljit Singh: Will the Minister of Health be pleased to state:

(a) the number of Maternity Homes opened in Himachal Pradesh during 1957; and

(b) the total expenditure incurred on the construction of the Maternity Homes during the same period?

The Minister of Health (Shri Karmarkar): (a) and (b). The information is being collected and will be laid on the table of the Sabha in due course.

N.E.S. Blocks in Himachal Pradesh

1916. Shri Daljit Singh: Will the Minister of Community Development be pleased to state:

(a) the progress of N.E.S. Blocks in Himachal Pradesh;

(b) the major items of work which have been undertaken; and

(c) the nature of steps taken to elicit the co-operation of the people in the working of N.E.S. Blocks?

The Minister of Community Development (Shri S. K. Dey): (a) and (b). A statement is attached. [See Appendix VI, annexure No. 90.]

(c) (i) There are Block Advisory Committees composed of representatives of the Panchayats and the people in the Block.

(ii) The Blocks staff tries to enlist the cooperation of village panchayats, village Development Councils, Farmers Forums, Youth Clubs, Mahila Mandals, etc.

(iii) Training Camps are arranged for giving progressive villagers training in special subjects starting with agriculture.

(iv) Seminars are held with which non-officials are associated.

(v) Study tours are arranged for non-officials.

Wagon Assembly Plant, Waltair

1917. Shrimati Parvathi Krishnan: Will the Minister of Railways be pleased to state:

(a) whether the production in the Wagon Assembly Plant, Waltair has increased;

(b) the total number of wagons assembled per month during the year from January to December, 1957; and

(c) the cost of production per wagon?

The Deputy Minister of Railways (Shri Shah Nawaz Khan): (a) No.

(b) A statement is placed on the Table of Lok Sabha. [See Appendix VI, annexure No. 91].

(c) The erection charges as per contract are:

Rs. 318 per Open Wagon and

Rs. 373 per Covered Wagon.

PAPER LAID ON THE TABLE

AMENDMENT TO INDIAN AIRCRAFT RULES

12 hrs.

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): Sir, I beg to lay on the Table, under sub-section (3) of Section 5 of the Indian Aircraft Act, 1934, a copy of Notification No. G.S.R. 166, dated the 22nd March, 1958, making certain further amendment to the Indian Aircraft Rules, 1937, together with an Explanatory Note.

[Placed in Library. See No. LT-633/58.]

CALLING ATTENTION TO MATTER OF URGENT IMPORTANCE

EXPLOSIONS NEAR JAMMU-PATHANKOT ROAD

Sardar A. S. Saigal (Janjgir): Sir, under Rule 197, I beg to call the attention of the Prime Minister to the following matter of urgent public importance and I request that he may make a statement thereon:—

"The reported attempt to blow up the Jammu-Pathankot road."

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): Sir, there was no attempt to blow up the Jammu and Pathankot road on the morning of March 24th. The following two explosions, however, occurred on that day during the early hours:—

(i) There was an explosion about 500 yards north of the Jammu-Pathankot road in village Chhanrora. The intention seems to have been to blow up the Transformer Station.

(ii) The second explosion occurred in village Garh about two miles south of the Jammu-Pathankot road. The intention seems to have been to blow up the village perimeter wall.

No damage resulted from either of the above explosions.

DEMANDS FOR GRANTS—contd.

MINISTRY OF STEEL, MINES AND FUEL—contd.

Mr. Speaker: The House will now resume further discussion on the Demands for Grants relating to the Ministry of Steel, Mines and Fuel. Out of 6 hours allotted for these Demands, 5 hours and 31 minutes now remain.

The list of selected cut motions relating to these demands has already

may move these cut motions subject to their being otherwise admissible. The numbers are as follows:

Demand No.	No. of Cut Motion
80	1035, 1036; 464, 537, 582, 883, 1042, 1043, 1044, 1045, 1046, 1047, 1048.
81	584, 585.
83	465, 466.

Establishments of Iron and Steel Prices Equalisation Fund

Shri Naushir Bharucha: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced to Re. 1."

Failure to take steps for nationalisation of private sector in coal

Shri Naushir Bharucha: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced to Re. 1."

Failure to establish oil-refinery in Calcutta

Shri Ghosal: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Corruption in the Iron and Steel Control Office at Calcutta

Shri Ghosal: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Grievances of the displaced persons at Rourkela in the matter of their absorption in the factory

Shri Surendranath Dwivedy: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Need of development of Orissa mines to make available more iron ore for foreign market

Shri Surendranath Dwivedy: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Failure to keep to the schedule in the matter of charging first Rourkela blast furnace

Shri Naushir Bharucha: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Failure to synchronise procurement of iron ore supplies with progress of blast furnaces at Rourkela.

Shri Naushir Bharucha: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Failure to check increase in estimates of costs of Rourkela plant

Shri Naushir Bharucha: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Failure to co-ordinate the activities of contractors at Rourkela

Shri Naushir Bharucha: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Failure to plan before-hand for adequate supply of lime stone for Rourkela Steel Plant.

Shri Naushir Bharucha: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Planning of three steel plants and Calculation of their costs

Shri Naushir Bharucha: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Need for a Commission of Inquiry into the execution and progress of the three steel plants

Shri Naushir Bharucha: I beg to move:

"That the demand under the head 'Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Failure to make a survey of mineral and other resources in the State of Orissa

Shri Surendranath Dwivedy: I beg to move:

"That the demand under the head 'Geological Survey' be reduced by Rs. 100."

Failure to locate the headquarters of a branch of the Survey in Orissa

Shri Surendranath Dwivedy: I beg to move:

"That the demand under the head 'Geological Survey' be reduced by Rs. 100."

Shifting of Coal Commissioner's Office from Calcutta

Shri Ghosal: I beg to move:

"That the demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Steel, Mines, and Fuel' be reduced by Rs. 100."

Proposed shifting of the Office of the Mines Bureau from Calcutta

Shri Ghosal: I beg to move:

"That the demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Steel, Mines and Fuel' be reduced by Rs. 100."

Mr. Speaker: All these cut motions are now before the House.

Shri Narayananikutty Menon (Mukundapuram): Mr. Speaker, Sir, while speaking on the Demands of this Ministry I wish to confine myself to that part of the Ministry which

deals with petroleum oil and natural gas. Last time when the Demands of this Ministry were being discussed, I drew the attention of the House to the exorbitant prices of petroleum that prevail in this country, and the necessity for taking immediate steps by the Government to demand from the oil companies that the prices be brought down to a reasonable level on various counts which I have submitted before the House. The hon. Minister assured this House that, with a little more patience from the side of the Opposition, if all things are left to the Minister concerned he would bring down the prices very easily. Later on, during the year, a series of questions were asked about the Government's attitude towards the oil prices and what steps Government were taking for bringing down the prices. Even the other day the hon. Minister-in-charge was advising us to have a bit more patience.

Sir, for 1½ years we have been hearing about this patience, and we have been assuring them of this patience. He has been telling us that if things are left in his hands everything will come out all right. I wish to submit that it is high time the Minister takes away this attitude from him and not continue to tell us just like a midwife in the delivery room telling a waiting husband "Have patience. Wait, and something will come out". We have already given enough time for the companies to be told that they are going on with a trade in which they are taking exorbitant profits compared to the petroleum prices in other countries, and that the prices will have to be brought down to a reasonable level.

Sir, before entering into the price structure of petroleum, I would like to submit to the House how the petroleum companies are trading in these things and how the prices are going up. I would like to remind the House about the nature of business done by these oil companies. These oil companies, forming themselves into a cartel monopoly, are not conducting honest business in this

country. As has been submitted earlier, they have been actually doing a dishonest business. In an honest business we think they take a normal return of profit. These oil companies enter into deals with certain companies.....

Mr. Speaker: Order, order. As far as possible, hon. Members should not make accusations unless they are supported by documents. The persons about whom the hon. Member is making allegations are not represented here to answer them. Hon. Members are certainly entitled to say that they are making huge profits and the methods adopted by them are irregular. They are also respectable persons. No doubt, they have sent us here, but we are not above those citizens. They are also honourable, they are our masters, and we cannot go on abusing everyone outside merely because we have been clothed with authority to represent them here. They have sent us here not to curse or abuse them. It is an extraordinary privilege that we have, that for whatever we say here we are not prosecuted. If similar statements are made elsewhere, the aggrieved are entitled to file a complaint and make the person concerned prove that what he says is correct. Under those circumstances, any hon. Member making a statement here regarding honesty or otherwise of any person or body outside must have for his support some document or something on the face of which any person can come to the conclusion that the allegation is correct. Otherwise, we are now trying to play the role of masters over the people who have sent us here. They may be wrong. I do not claim that everybody in India is honest, nor is it right to presume that everybody is dishonest. Hon. Members must certainly bear in mind that we are responsible persons here.

Shri Narayanankutty Menon: Sir, respecting your ruling I am withdrawing the word 'dishonest'. I mentioned that word only because I have

got complete proof in my hands to show that they are not conducting, nor are engaged in honest business in the country. When a trader from a foreign land comes to this country to do business and sell his goods, we normally expect him to take a normal return of profit. The motive of profit making is always there. But here we find that we are confronted, not with certain oil companies, but a whole empire of oil companies who are coming to trade and, at the same time interfering with the politics of the land. For the purpose of pushing their trade they are directly making or unmaking governments.

Therefore, these oil companies, when they make these profits, are directly concerned not only with the politics of the land concerned, but they try to influence the Government—buy over the Government in certain cases—and see that the whole international plan of oil companies is pushed forward so that their ends may be served. I will quote, Sir, from the most authentic speech of the Chairman—Mr. R. G. Follis—of Standard Oil, California, one of the major partners in the oil industry. He says that whenever talks on disarmament go on, whenever a particular sovereign country in the world tries to support a plan of disarmament—this particular gentleman, who is a master of the oil cartel in America, thinks—his trade is not going to be benefited. Why? He says that if we see on the horizon clouds of peace rising the price of oil is not bound to go up. Therefore, the policy of the oil companies is that war should be kept on, and war is the only way of boosting up this industry. This gentleman—I am quoting from the *Wall Street Journal* dated 1st April, 1953—says:—

"If there was a genuine settlement with the Soviets and the United States joined in a disarmament program the impact on the oil industry and on the whole economy would be terrific. It would be hard for me to believe that such a thing could ever happen."

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Sir, here is the Chairman of one of the biggest oil companies in the world who says that there is danger when disarmament talks go on, that it is dangerous for his trade that there should be peace in the world. From this statement, Sir, every Member of this House can guess what is the motive of the oil companies in trade.

When the Government deals with these oil companies, I am submitting that the Government should deal with them as another powerful Government having their tentacles through the world in each and every country. Sir, you have heard the history of Iran where governments after governments have been pushed out. Therefore, I appeal to the Government not to deal with this matter in the same way as they deal with private traders, nor tell us to leave the matter in their hands and that they will settle it.

Last time we were told that an agreement has already been entered into with the Assam Oil Company for starting the Rupee Company, and there was a talk in the air that at least 51 per cent of the shares would be Government shares. We have got oil in Assam and the only indigenous oil that we have got today is in the Assam oil fields—the Naharkotiya fields. Later on, just about two months back, on 6th December, the hon. Minister announced the agreement and in the agreement, when it came out for the first national oil company in India,—the Indian Government was owning only 33 1/3 per cent of the shares and the remaining 66 2/3 per cent was to be owned by the Burma Shell Oil and Storage Company group. In the very same agreement, the price of oil was fixed this way: for the very oil that we are to get from the Naharkotiya fields which the Assam Oil Company is drilling, that very oil which has to be supplied to the public sector refineries, the price will have to be f.o.b.

panies later on. We have been talking here for many years that the oil prices of the companies, compared to the imported oils, are exorbitant and that these prices should be reviewed. What is the meaning of it today? It is this: that the oil that is coming up from the Naharkotiya fields should be paid at the same rates that we are paying to the oil companies. That is the meaning of f.o.b. Calcutta. Therefore, there was a categorical assurance demanded last time that at least over the oil company that we are forming today, this Government should have a complete control. But today the complete control is vested in one of the greatest oil cartels in the world, the Dutch Royal Shell Group. Are we so helpless that the hon. Minister tries to put it everytime, just because we have not got oil in fact, just because we have not got the technical know how, just because we have not got the money and the foreign exchange to have the refineries in the fields? Are we helplessly to lay down before the oil companies and say that "we accept your dictates—33 1/3 per cent, a small share, for us, and 66 2/3 per cent for you"?

Simultaneously with this, Sir, we are seeing on the horizon of the international world oil markets and oil deals, that the international monopolists and capitalists are coming down, and even the smallest country like Saudi Arabia which used to be a colony as far as oil is concerned of the Burma Shell and Iranian oil groups, has stood up and said to the big oil cartels that "unless you are going to agree to our own terms, we are not going to bargain with the Japanese Government". At the same time, the Iranian Government,—the proverbial field of oil colonialism—have stood up and said to the Shell Group of companies that "unless you are going to behave properly we are not going to agree to your terms".

When these small States have got their own independent oil policy in the year 1957-58, why should this big country like ours not bargain with the Shell Group of companies and the Standard Group of companies in similar terms? I submit that the terms of the Iranian agreement are as follows. The Iranian Government entered into an agreement with the Italian company, the Italian Government owned company, called the Ente Nazionale Idrocarburi, just about the close of last year. The terms are: fifty per cent profit to be shared by the Iranian Government of whatever profit is earned from the company. The rest is to be shared by the E. N. I. and the National Iranian oil Company, whose shares are completely owned by the Iranian Government. This, in effect, brings 75 per cent gross profit to the Iranian Government for whatever that is done by the Italian Government owned company.

The *New York Times*, which is very allergic to the oil deals and which supports the oil companies in closing, comments upon this agreement by saying:

"In spite of highest price the deals are considered favourable to both parties".

I will now come to the Japanese-Saudi Arabian deal. In Saudi Arabia, so far the foreign Government has dominated. Till recently, every American company which used to be coming there, has had its own terms with the Saudi Arabian Government, and the Saudi Arabian Government used to get only a small share. Today, the Saudi Arabian Government have stood up and told these companies to have an alternative agreement, and the terms of the Japanese Saudi Arab Agreement now are: 56 per cent of the net income of the company is to go to the Saudi Arabian Government, and the Government gets profits from the drilling stage to the marketing stage. Secondly, a guaranteed minimum royalty of 2½ billion dollars is given to the Saudi Arabian Government. The selling price of petroleum products is to be fixed by

the Saudi Arabian Government in consultation with the companies. From drilling to marketing stage, Government should be consulted and all the documents and accounts of this company are open to inspection by the Saudi Arabian Government. All highly priced petroleum products are to be manufactured in Saudi Arabia itself with a plan for the manufacture of petro-chemicals.

In the face of these two agreements in the international oil field, can we not—India—in 1958, stand up to the Burma Shell Group of companies or the Standard Group of companies and say that unless you are going to agree to reasonable terms we are free to negotiate either with the Rumanian Government or with the Iranian Government or with the Italian Government? Sir, it is a very disappointing state of affairs that the only oil that we have struck, about that spurt of oil, of which the hon. Minister is so proud of telling us every time,—we have handed two-thirds of that oil to the Burma Shell company, and that company is to maintain and control the production. The Government has gone back upon the promises of getting control over this production. But now, one commendable feature of the agreement is that two refineries are to be started in the public sector. The hon. Minister deserves our congratulations. He has at least been able to get these two refineries in the public sector. We have got two refineries in the public sector. But what has really happened? In the annual report, the hon. Minister says that an expert has been appointed to report upon these refineries. I do not know who is actually the expert. But we have got our own apprehensions whether this expert belongs to any of the world oil group of companies. Certainly that expert is not going to give us the report in favour of the national oil venture. That report will be in favour of the Shell Group and their own business methods. Therefore, I demand from the Minister a categorical assurance that the basic policy of these refineries, the

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blue-print of the refineries, the functioning of these refineries, etc. will not be left completely in the hands of this foreigner, if he is a foreigner, and that will be done by an independent agency so that we can have our own refineries.

Coming to the refineries again, the Minister announced that there are the refineries. Now, when these two refineries were announced, what was the Government plan? Do the Government, in their mind, think that the Naharkotiya oil is already flowing out and that in time the refineries will be required, and may I know whether the Finance Ministry or the Planning Commission found out suitable funds for these refineries? I say that when the refineries were agreed to be put up in the public sector the Government had no idea of the plan for the refineries; the Government had no idea about the foreign exchange, as to how the foreign exchange could come. Why did that happen? When the oil companies agreed with the Government that the two refineries should be given to the public sector, the oil companies very well knew that this Government could not find the foreign exchange; this Government could not find the money required, and they thought that later on, some negotiation, some adjustment somehow could be made so that they could have control over these refineries.

Now, a good news has come that there is an offer from the Rumanian Government for a refinery, and in that connection I submit to the Minister that the negotiations should be quickly conducted so that at least we can have one refinery at Naharkotiya completely owned by us.

Regarding the second refinery, what is the position? The hon. ex-Finance Minister, when he went to the United States on tour last year, spent one complete day, 8 hours and 55 minutes, with the Chairman of the Burma Oil Group of companies

in London, on his way, and this House did not know what the hon. Finance Minister discussed with the Chairman of the Burma Oil Group of companies. The only inference, that we can have—the only legitimate inference that I can gather—is, what the Finance Minister discussed with the Chairman of the Burma Shell Oil group of companies is ostensibly about this refinery. I fear that today the news is going abroad that there is an offer by the Burma Shell Group of companies to take over the second refinery, so that the Government may get funds and the foreign exchange for that. Regarding this also, I appeal to the hon. Minister to see that whatever might happen this refinery should be in our hands so that any control of the refinery should not be handed over to this oil company and so that at least the refineries which are the key to the oil industry shall be kept in the public sector.

Last time the Finance Minister said that we have got certain international obligations and the agreement, and that we are not going to go back upon the agreement. There is an officer in this Ministry, a very brilliant and honest officer, and I wish to pay public compliment to him for the brilliant work that he has done for the last few years. He has submitted a report to this Ministry in the year 1956.

Mr. Speaker: The hon. Member will resist from giving the names. Because, if he praises one officer, another Member may blame another person. The poor men get blamed more than they are praised.

Shri Narayanankutty Menon: I am not mentioning the name.

Mr. Speaker: He need not mention the name.

Shri Narayanankutty Menon: That officer has given a report to the Government and in that report he has analysed the entire structure of the petroleum industry and he has given certain recommendations. The first recommendation is that the

Government should immediately demand from the oil companies a price reduction. That officer has said in his report, after studying the oil agreement of the Government, that this reduction in the oil prices could be demanded without infringing any part of the existing agreement. He has also said that we would be able to save Rs. 25 crores to Rs. 35 crores per year if we legitimately demand from these oil companies a normal and reasonable reduction in comparison with the price level maintained in the United Kingdom and other countries. After that report has been submitted, the price differential between London and Bombay has gone up and there has been a further reduction of 4d. per gallon in the English price which has been compared. Therefore, at the exchange rate of 13/8/- and at the annual total consumption of oil of 774.5 million gallons per year in India, we could have a further saving of Rs. 20 crores. That means, if we could have got this price reduction last year, India would have saved Rs. 50 crores a year or Rs. 250 crores during the Plan period in terms of foreign exchange.

The Government has done a great wrong to the country by not standing up before the oil companies and not demanding this price reduction. Instead of demanding a price reduction, what has the Government done? When there was an uproar in the country that the price of oil should be reduced, that the prices taken by the oil companies are not reasonable, last year when the Suez crisis came, the oil companies came to the Government and demanded, "Come on; because of freight increase, some more price increase". When I asked the hon. Minister last time whether any drop of oil is coming west of Suez to India, he said "I know it and I know more than that". Sir, sometimes more knowledge is very dangerous. When the oil companies demanded that because the Suez Canal closed and the ships would have to come via the Cape, so there

was freight increase and therefore they should get more price for the oil, the Government very well knew that every gallon of oil that we used to get came from the Persian Gulf, for which there is no freight increase and no Suez Canal tolls and no longer route, but still the Government agreed for a price increase. Why? When negotiations were going on, why did the Government agree to a price increase? I cannot understand why they did it.

Today after the Government has placed the demand for a reduction in the prices on various counts, because of the accountancy system and so on, there is a tremendous recession in the world oil market. The other day, when I asked a question, the hon. Minister agreed that there was a recession in the world oil market, but he did not agree with me that the prices have gone down by 15 per cent. I can prove to him that in certain categories of oil, the prices have gone down by 15 per cent and more and in certain other categories, it has gone down by 10 to 11 per cent. So, we should demand today that because of this recession alone we are entitled to get a large advantage of getting down these oil prices. Therefore, I submit before the Government that the whole negotiation should be completed immediately, so that we could get the whole price reduction at least in the year 1965.

I come back to the question of refineries. Why I object to the refineries being handed over to the oil monopolists is because the whole oil industry in the world, the cartels in the world, are alarmed because of the recession in the oil market and they are not seeing any war in the horizon. Therefore, they are thinking in terms of how to get rid of this recession and how to save the oil industry. In the magazine *World Petroleum Service*, an editorial is written: "Reaction of oil cartels to the recession". It says:

"In view of the stagnation demand in the U.S.A. the only way

[Shri Narayanankutty Menon] of buttressing the price structure is by resolutely tackling the problem. The refineries throughout the world are moving in this direction and imposing upon themselves a kind of discipline." This particular kind of discipline by the refineries is the whole secret of oil prices. Suppose today in our refineries, if these oil companies get even a small hand, they will try to impose this particular discipline upon the refineries and our whole oil trade will be in danger. Therefore, these refineries have to be maintained immediately in our own hands. Funds will have to be found from any source whatever to build up the refineries as soon as possible and at the same time, there should be a simultaneous sweep-round drive before these oil companies to see that the oil prices are brought down, so that before we commence our production, in the transformation period, we will not be losing these Rs. 50 crores of foreign exchange every year.

These refineries are the most precious things as far as oil trade is concerned, because inside the refineries, inside the pipelines, we find the true wealth and majesty of the oil industry, because everything could be controlled through the refineries. Inside that, you will find that by a simple application of the process known to all scientists today, you can transform it into a vast store-house of all the achievements of the petrochemical industry. If for the development of our country today we require so many things, we can make them here through these refineries. The foreign oil companies do not make them here, because they want those things to be imported. Inside the refineries where this black crude is being broken up into molecules, you will find every useful material for our industries like drugs, dyes, synthetic rubber, detergents, explosives and a thousand and one other things which are products of the petrol, chemical industry and which could be got from inside the refine-

ry. Just like the modern Alladin's touch on the oil lamp, here is the key to the refinery industry today.

Therefore, I appeal to the Government once again to tackle this oil question as a national question and not to treat it as a party question, just because we are attacking and have a modest approach to the oil companies. We sincerely and wholeheartedly appeal to the Government that we should have a basic oil policy, a re-oriented policy, a policy whereby we stand straight before the oil companies and say that "We are not prepared to drain Rs. 50 crores; we are not prepared to allow your dictates to go on. We have got a oil policy of our own and if you say you are not prepared to supply us crude oil or any other oil that is being supplied, we will go to the world market which is abundant with oil at lesser prices." That should be the slogan to be put before the oil companies. I hope at least today the Government will stand up and face these oil companies.

In conclusion, I want to make one thing clear. In respect of the petroleum distributing industry in India, the officer has made a recommendation that it may be taken over by the Government. For want of time, I am not touching that subject. There are 20,000 workers today in the distributing industry and about 15,000 workers both in the refinery industry and also in the oil fields. You know very well that these companies are taking cent per cent or even 150 per cent profit and you have not paid any attention to see that these workers are getting a living wage. They are powerful enough and organised enough to demand from these oil companies, bargain with them and get whatever they want to get. But when you take a non-co-operative attitude with the workers, they are helpless.

Today the All-India Petroleum Workers' Federation is full of technicians who know the know-how of the oil industry in India and who

are the forerunners. When you are taking over these refineries, when you are putting up your own oil installations, these are the workmen who will have to run your oil industry. Today they tell you, "We have placed a demand before the oil companies for at least a standard wage system throughout India." When these demands come, just give your helping hand to them, so that these people can bargain with the oil companies and out of the large profits they are taking away from this country to outside places, the worker may get a living wage. I appeal to the Government to give a helping hand to the workers in getting a living wage.

Shri Viswanatha Reddy (Rajampet): Mr. Speaker, looking at Demand No. 128, one is staggered by the amount demanded by the Government for this Ministry. After the statement of the hon. Minister yesterday, the Demand is quite justified. He was describing at length the benefits that would accrue to the community after the erection of these steel plants and therefore the Demand for this year under this head will have to be considerable.

I believe in recent years, no demand has been made as large as this, although this demand in absolute figures is large enough. I would like to show presently to the House that the demand under the head "Exploration and Production", which is shown to be a very modest figure this year, is likely to be of the order of nearly Rs. 3,000 crores in the next 10 to 12 years, if we are to be self-sufficient in oil. Therefore, the importance of oil to our country in the coming decade cannot be gainsaid. It has been noticed that the world production of oil is of the order of 900 million tons. Out of these 900 million tons, the U.S.A. produces nearly a half. Next comes the Caribbean coast. Third in order of importance is the Middle East countries or the Persian Gulf which produces 160 million tons.

Our demand for oil is 4·7 million tons at present and our production is 4 million tons. I give these figures to indicate to the House the place where we stand if we draw a table of the countries producing and consuming oil. We are not only the last in the table, but also, when compared to the next highest, we are very much behind. If I should give figures with regard to consumption of oil per capita in other countries, these figures will be revealing. In America, the per capita consumption of oil is of the order of 600 imperial gallons. The Soviet Union consumes 60 imperial gallons, Japan 30, Ceylon 14, Malaya and Singapore 53, Thailand 11. In India, it is only 3·4 imperial gallons per capita. That means, even compared to Ceylon or Thailand, we are very much low in the table. It has been proved almost that the degree of progress of a country can also be judged among other things by the per capita consumption of oil. As we see, we are the lowest in this table and therefore, it is an indication of the economic position of our country.

However desultory the picture appears to be for the moment, we have got a very promising future. The Government has already explored vast regions of our country. There is good promise of discovery of oil in most of these regions. As it were, the oil belt, as far as the Mid-East and the Far East are concerned, starts from the Sahara, proceeding through Arabia, Iran, Iraq, then the Indo-Gangetic plain, Punjab, Rajasthan, Cambay, it proceeds to Assam, from Assam to Burma and from Burma to Indonesia. It is almost a continuous belt. Therefore, the prospects of finding oil, particularly in the Indo-Gangetic area, Rajasthan or the Punjab area are very bright.

Let us, for a moment, examine the programme of the Government with reference to oil exploration. As I said earlier, I propose to prove that we have got to invest a sum of the order of nearly Rs. 3000 crores in the next 10 or 12 years in order to

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achieve self-sufficient in oil. It has been computed on the basis of an assessment taken all over the world that for the production of a ton of oil, capital investment of nearly Rs. 600, at a very optimistic estimate, has to be found. Our consumption figure, although it is only 4·7 million tons for the moment is rising very rapidly. A conservative estimate of our consumption figure in 1975 has been put at 32 million tons. That is a very conservative estimate. A more liberal estimate—I am inclined to lean towards this liberal estimate—is of the order of 50 million tons. Even assuming that our demand at the end of 15 years will be only about 40 million tons, assuming that the capital requirement would be of the order of Rs. 600 per ton, the capital that we have to invest in this business of oil during the next 15 years would be of the order of Rs. 3000 crores.

I would like the House to consider the enormity of the proposition that is before us when we think of exploration of oil and try to become self-sufficient in this commodity. As against this staggering objective that we have placed before ourselves, what is our programme? During the last two years when we have started our exploration, in earnestness, of oil, as against a provision of Rs. 8·7 crores, we were able to spend only Rs. 3½ crores. Out of the Second Plan provision of Rs. 11 crores, in the first two years, we have spent only Rs. 3½ crores. In this budget, our provision is Rs. 3·47 lakhs both on capital account as well as revenue account. Thus, at the end of the third year of the Plan, we would have spent about Rs. 8·7 crores as against the Plan allotment of Rs. 30 crores. Even our limited endeavour of spending Rs. 30 crores during the Second Plan period cannot, I think, be fulfilled, let alone the prospect that I have placed before the House of spending Rs. 3000 crores during the next 15 years. To my mind, the pace at

which we are proceeding in the matter of exploration of oil and the amount of equipment and money that is at the disposal of the Oil and Natural Gas Division does not warrant a hopeful prospect of any substantial effort in this direction at least during the Second Plan period. I hope more amounts, particularly foreign exchange component, would be placed at the disposal of the oil and Natural Gas Division so that we might at least try to make a real good beginning in this problem of exploration of oil.

Mr. Speaker: Is it due to lack of capacity on the part of the Ministry to spend or, notwithstanding the provision in the Plan, the inability of the Government to provide funds?

Shri Viswanatha Reddy: As far as the last two years are concerned, even the amount that was placed at the disposal of the Oil and Natural Gas Division could not be spent because of the foreign exchange component involved and because of lack of drilling rigs and the necessity for training personnel. This is a very technical matter and it requires very skilled personnel. All these people had to be trained and naturally it took some time. Therefore we were in the throes of child birth in this particular programme. I think the teething trouble is almost over. Now, we have trained a large number of technical men. I think in this year we have been able to secure three more drilling rigs and the programme is bound to go at a more rapid pace during the next year. Therefore, I suppose, the difficulties that we have encountered so far have almost been solved and in the years to come, our programme would be proceeded with greater expenditure.

I have tried to state in some considerable detail this question of exploration of oil. It is no news to the House when I say that exploration of oil is an utterly speculative thing. Not only is it speculative, but the world demand for oil is doubling itself every 10 years. That is the

pace of increase of demand all over the world. In India, the percentage of increase of demand per year is even much more than the world demand. Therefore, the importance of prospecting and exploration of oil for the purpose of providing energy for the world is very great. Unless this prospecting and exploration of oil goes a pace with the demand, probably even goes ahead of the demand, it is not possible for the world to meet the energy demands made on oil. The same is the case with India. In spite of the fact that we are trying to put up atomic energy power stations, it is not possible for us to reduce our demand for oil during the next ten years.

I am trying to argue on these lines because I would like the House to realise that to meet this demand for oil and also to go on with prospecting and exploration of oil side by side, the element of profit has got to be larger than that obtainable in any other industrial or commercial undertaking. Therefore, we have to make some allowance for this element of speculation in this oil exploration and I think most of the big companies of the world have made considerable allowance for this element of speculation. I hear that in countries where a large amount of oil is produced, what is called a depletion allowance is given to the producing companies. In our country there is no such allowance, but I think that deficiency is made good by the increased profits earned by the companies operating in our country.

I have tried to study at some length the price structure of these products of oil all over the world. My hon. friend Shri Narayananarkutty Menon was just now suggesting that the oil companies should be made to reduce their prices at least in our country. He was suggesting that the price level in our country is much higher than in any other country. So far as I have been able to study these prices, I find that what is called the posted price is fixed, or is

available, for these products all over the world. Now, there is a posted price as far as the Mexican Gulf is concerned, there is a posted price for the Caribbean coast, for crudes as well as products of refineries. Again, during recent years, during the last three or four years, the same posted price, which is different from the Mexican Gulf posted price by the amount of freight differential, is being posted even in the Persian Gulf area.

Our demand for oil is almost negligible compared to other big countries which produce and consume oil, and therefore, our consumption of oil does not really affect this posted price. This posted price is arrived at after considerable higgling and haggling and after full forces of supply and demand for oil and the products of oil come into play. When this posted price got to be the ruling price all over the particular region in which it is meant to be ruling, I do not see how in India we can really offset this posted price.

Now, a word about these refineries. It has been argued that although we are prepared to accept the posted Persian Gulf price for the purpose of import of crude oil from the Persian Gulf, we are not prepared to accept these posted prices as far as the products of the refineries are concerned. Once we import crude oil from the Persian Gulf and refine it in our own refineries in this country, this posted price of the products does not, and should not really, affect us because we are paying the posted price for crude oil, and after bringing the crude oil and refining it in our own refineries, the products come out of our refineries and are marketed in our country. Therefore, once we pay the posted price for crude oil, it is not necessary for us to pay the posted prices for the products of the refineries also.

Prima facie, this argument seems to be quite valid. However, I would like to discuss the argument that has

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been put before us by the oil companies themselves. I would like the House to discuss both these arguments and try to find a way which would be beneficial to our country.

The argument that has been put forth on behalf of the oil companies has been that when the products of the oil refineries come out into the market, all the products are not absorbed in our country. We have got to export certain specific items of these products abroad, and when we market these products abroad, the international prices for these particular products will have to be received by us. Again, there are certain specific products of the refineries which we require in our country and which are not produced by our refineries. Therefore, those products have to be imported. When we import those products, particularly aviation spirit, we have to pay the international prices for them, because we have no influence over that price level.

Shri Narayananakutty Menon: We are not paying international prices. We are paying our own prices.

Shri Viswanatha Reddy: For what?

Shri Narayananakutty Menon: The Air Transport Enquiry Committee has found out that we are paying a price larger than that paid by Australia, Ceylon, Burma and Pakistan.

Shri Viswanatha Reddy: In spite of the freight differential?

Shri Narayananakutty Menon: Yes.

Shri Viswanatha Reddy: That is a matter which can be investigated. Anyway, I think the international prices will have to rule one day or the other. If we have to agree that the prices have got to come down, at least we must agree to the international prices. Below that we cannot go, because we have no influence, we have no means of influencing the level of that particular price. However, that is a matter for enquiry.

As I was saying, aviation spirit we have to import and we have to pay a particular price for it. When we say that a portion of the products of our refineries has to go out and certain other new products have to come into our country, we say that for the products of our refineries we pay the price which is computed on the basis of cost-plus-expenses plus a reasonable profit. Then there is the element of the international price for the products which go outside our country and those products which come from outside the country. That element will have also to be computed. It is quite possible to compute on the basis of our payment for these products those international prices and also the cost-plus-profit basis, and arrive at a figure which should be reasonable. It is quite possible to do so. But the companies argue that instead of going to all this trouble, it is much better to go on the basis of this posted price system.

However, our argument has always been, and Shri Narayananakutty Menon has already said that we have been very reasonable during the Suez crisis. We paid increased prices for their products for the mere asking, although our neighbours Pakistan and Ceylon did not pay. We have been rather reasonable, and not only that . . .

Mr. Speaker: Is it reasonableness or generosity?

Shri Viswanatha Reddy: We have been more generous than these countries, our neighbours.

Shri Tyagi (Dehra Dun): Wastefulness.

Shri Viswanatha Reddy: In view of this consideration, I am sure we are entitled for a price concession from these companies.—I hear negotiations are going on between the Government and the companies—and some figure will be arrived at which would be in our favour. And this figure has got to be arrived at because

the prices that we are paying for the products of these oil companies are much higher than those that some of the other countries round about us are paying.

Now, I have to say a word about this exploration again. As I have suggested to the House already, large sums have to be invested in exploration of oil. These sums will have to come to the Oil and Natural Gas Division regularly. These sums cannot be made subject to the budgetary necessities. Once we start exploration from year to year, our expenditure on exploration will have to go up. The figure will continuously go up from year to year. That being so, our programme of exploration cannot be made subject to budgetary fluctuations. Therefore, there is a necessity for us to build up a fund out of which we can draw whenever we want for the purpose of exploration. For instance, there is what is called the Central Road Fund. Most of it is constituted through collections from petroleum tax and tax on lubricants and such other things. This fund is intended mainly for the development of national highways and State highways. Most of this fund goes away in that direction. There is every justification for us to take out a portion of this fund or even impose a small cess on the price of oil, and create a permanent fund which would help us in proceeding with our oil exploration programme from year to year. Otherwise, sooner or later, we will have to meet a situation in which Government will not be able to find enough funds for the purpose of oil exploration. Therefore, I suggest strongly that a Central fund should be built up for the purpose of exploration of oil.

Shri T. N. Singh (Chandauli): It is with some hesitation that I have got up to participate in the discussion on the Demands for Grants relating to the Steel, Mines and Fuel Ministry. The reason is that I have been trying to study this Ministry, especially the Iron and steel sector, in some detail during the last six or seven months,

and I must confess that my study is not yet complete. All the same, I thought that it would be desirable that something which I felt after some study of these problems should be brought to the notice of the House in the interest of national reconstruction itself.

I had thought of confining my remarks entirely to the iron and steel sector, but the observations made in regard to oil compel me to say a few words in regard to it. I feel, and I entirely agree with the sentiments expressed by the hon. Member opposite, that the price of oil that is being fixed for consumers in India is unconscionable, and it needs revision on a drastic scale. There is no reason why we should continue to pay such high prices. I have not made a full or special study of this problem, but I do think that any attempt to say that the prices are in any way reasonable or that India has been reasonable in paying whatever prices have been asked for, will be in any case prejudicing our own case. Therefore, I very strongly urge Government that they should see to it that the prices of oil, kerosene and other oil products are revised in favour of India.

Coming to steel, I must point out that this great national undertaking at present being undertaken at three places is one of those undertakings, which attempts to run side by side with private industry. We had in the past a number of State undertakings which were monopolistic in nature. Here, we are going to compete with private enterprise, and I may tell you, against an enterprise to which this country, this Government of ours, and Parliament have been over generous. I think friends will recall that only two or three years ago, we gave an interest-free loan of Rs. 10 crores each to the two private steel companies; and then, they negotiated loans and aids and assistance from abroad, and the State is the guarantor for all the liability that may occur. The contingent liability is on the State's resources. That should not be forgotten. For whatever financial aid

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these private concerns have got from abroad, the State's credit is at stake; and without the State's credit, it would not have been possible for them to get this aid.

Then, I doubt whether the retention price of steel will stand scrutiny, and whether we are not subsidising these private concerns in that way. Then again, there is the freight equalisation fund about which there hangs a story. I have been trying to get the accounts of the freight equalisation fund, but I was unable to get them till a year ago. I do not understand why this secrecy and confidentiality should be there. It should be a public information available to anybody who wants it. An analysis shows that something to the tune of about Rs. 40 lakhs has been to the credit of these concerns as amounts unadjusted, because they had to be adjusted; they are excess payments; they are suspense accounts at present.

So, in all kinds of ways we have assisted the private industry, knowing full well that they will be almost formidable competitors when the State steel industry would come up. However, I am not at all worried about that, because I feel that these State undertakings will be a success, and we shall make good our promises, thanks to the enthusiasm of the people.

I have been to these factories, and I can say that our workers, our young men there, and our engineers and others there are quite sincere and enthusiastic, and I wish them well, and wish them every success in this great venture. They should have our sympathies. They should have our encouragement. That is very essential. It is for this reason that I have gone twice or thrice to these factories and tried in my own way to see that our young men do not in any way become diffident.

Sometimes, it does happen that their enthusiasm is mistaken by some person who had been brought up in the bureaucratic tradition as something

like meddlesomeness. That is quite wrong. Our young people may be over-enthusiastic. But that is not a sin. On the other hand, that should be welcomed and appreciated. If you appreciate it, then you will not mistake it as meddlesomeness. There is no such intention in their minds. When these young engineers and technicians and others who are working there are trying to be helpful, and they make suggestions, it is considered to be officiousness on their part. That is a wrong attitude to take towards them. That sort of thing should be prevented. I would strongly urge the Minister to see that the right psychology and the right atmosphere are allowed to prevail in this regard so that our young men get the proper encouragement, and the project goes on with greater speed.

As I said, I am also conscious of our shortcomings. I am not going to boast by saying 'Look here, we are all right, in the private sector, it is all wrong'. I am fully conscious of our shortcomings in several respects in the three steel plants that are going up at Rourkela, Bhilai and Durgapur. Of course, Durgapur is yet in the initial stages. But I feel that on the whole, with all our resources, with the men there, with the technical know-how that we have got in our possession, and with the assistance from the foreign firms and countries, we shall go ahead and we shall make them a success. I am quite certain about that.

There are, however, one or two small things that I would suggest. One of them is a matter of practical experience. Take, for instance, the Bhilai and the Rourkela projects. In Rourkela, there is collaboration by the German technicians and firms. In Bhilai, the Russian Government are collaborating in the building of the plant. I am not an expert, but from whatever I have gathered from the little talks I have had, I find that in regard to the designs that have been submitted for the Rourkela project, although they

are very detailed in the sense that the Germans understand them and they contain all the points, still what happens is that our own engineers, while trying to convert these designs into actual projects, find it difficult to understand their terminology, their drawings, their specifications and their method of construction. That means that it is just like a professor of mathematics giving a solution of a very high problem and expecting a man who is just a graduate in mathematics to follow all the processes while three or four steps are missing. He can reconstruct it if he has learnt higher mathematics still further, but an ordinary man cannot follow it. Therefore, the problem which is being faced in Rourkela is that our people, our engineers and our contractors do not follow those designs and details. They have got to be interpreted by somebody from outside. The Germans say that it is their system and their engineers understand it; but our engineers do not understand it.

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On the other hand, at Bhilai, the Russian Government seem to have understood our problems and they have given much more details. Then again their men are there to explain wherever our engineers cannot understand. That is the good point there. I am only trying to give an objective analysis of the position and I hope I am right when I say that what is very important is that until we know their system of designs and how they do it—German, British or any other—it is very essential that the firm with whom we are collaborating should send their engineers and technicians to interpret their designs into actual construction. If not, then it should be a part of the argument that the details should be submitted as we want them, so that our engineers can understand them; or they should depute somebody who will re-interpret these designs and drawings as to be understood by our own people. If this is done the necessity of importing even skilled

technicians and engineers from outside for the actual construction of these projects will not be necessary and we will be saving some money. We are only trying to learn from experience; in fact, nobody is to blame for it. Different countries have got different systems and they go according to the system prevalent there.

We are planning to have many more steel plants. I would most humbly suggest that we should not go in for new-fangled ideas. It will be good for us, for this country if we can even duplicate these plants as they are. That means, the present drawings and specifications will do. Otherwise what will happen is that every time you enter into a new agreement you will have new problems which will create their own difficulties. It is good enough if we can duplicate these plants as they are. Another good point will be as our engineers duplicate they will apply their own minds. They will introduce little improvements; that means they will be reconstructing the whole technique of steel production on their own experience from now onwards. We do not want to depend on the experience of others every time, because they will overtake us. Let us try to build on our own experience, make improvements, learn new techniques of our own and develop on our own lines. The process of manufacture of pig iron will never be very different. It is more or less the same. The difference starts when you go on to steel and high-grade steel. Let our own men, technicians and scientists, apply their mind and improve on the pattern. Let us have this as the basis. That is another suggestion I would like to make.

Then, Sir, a very important thing which has struck me is in regard to the whole organisational set up of the steel plants. The Act that was passed by this Parliament indicates that the policy accepted by the House is that these organisations should be completely autonomous bodies, not departments of Government. Unfortunately, this crucial point has not

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been fully appreciated when a concrete shape was given to the organisation. Now, where is the sense in having one and the same person as Chairman and Secretary? After all a Secretary is the Head of the Department, head of the Ministry. Then as Chairman he is there as the head of an autonomous organisation. Where is the autonomy left? If this system continues, our steel factories will continue to function as Departments of Government, and that has to be avoided. It is very essential. I am sure we have no difference on this point; Government also seem to agree with us. In the recent debates also the Prime Minister has said that this system shall go; there shall be no person holding two posts at two places like that, and that will end. It is desirable this must be done immediately. That is my humble request.

Then, Sir, a small point again, but which is very vital. We have in the past sent our men abroad to settle some outstanding questions or enter into agreements for supplies, construction, etc., etc. The agreements are finalised outside. That is wrong. It should always be avoided. Because what is the authority of the State, what is the right and power of the State cannot be delegated to anybody in this manner, however great, that he could go outside and come with deals and agreements. That should not be allowed; that should be discouraged. I am sorry that certain agreements have been reached in this manner probably under present circumstances. Probably they wanted to expedite things and not to waste time. All the same to allow agreements and deals to be settled outside and that to be the final thing is wrong.

Secondly in the case of these autonomous organisations another ticklish problem arises. An official who goes abroad may get certain sanction from the Minister, or the Cabinet that he will behave in a particular manner.

But in the case of autonomous organisations it has to come before the Board of Directors. The Board of Directors must consider, must decide, the extent to which he can negotiate, the likely terms which may be considered, etc. It is only on that basis that negotiations can proceed. Then they have to come again before the Board of Directors for approval. Only after such approval can a final agreement be made. Nobody can sign any agreements outside. That should be the procedure to be followed if we want to be businesslike and make the Board of Directors a real and efficient unit of the organisation. Let them see and let them feel that the responsibility rests squarely on their shoulders. It is very necessary. So long as they feel that the responsibility is elsewhere, a Secretary or Deputy Secretary sitting here will decide the whole thing, they will never act in a responsible manner, and they will take the first opportunity to wash off their hands and say: you have done it, we are not responsible. I am afraid such a situation is likely to arise in the working of these steel plants. I would only suggest that there should be no agreement outside, no negotiations outside; all negotiations should be held in India. If, however, they have to be held outside, they cannot be finalised till they have been reported here either to the Board of Directors or to Government, according to the necessity of the case and then finalised. That should be the procedure to be adopted and it is very essential that this should be done.

Then, Sir, a small thing that I noticed in the work that is going on in these factories—I am sure due consideration will be paid to this—is the need for associating our men, technicians and engineers at all levels with the foreigners working there. They would be fully associated. I have a feeling, from whatever I could see and observe there, that our engi-

meers and technicians who are supposed to be attached to these people are not getting the full know-how; they are probably in the dark.

Now, that is a serious matter, because once you have to go and develop these projects, you will find that the same people whom you thought were experienced enough, would not be of any avail to start the construction. That will be the unfortunate position.

The second problem that arises in this regard is that there is always that feeling of uncertainty in the minds of those whom you have called here for the construction. Government have to make up their mind right now as to who they are going to keep in a permanent capacity and then associate them at the construction stage, at the production stage and so on, retaining their services all the time so that they could be useful to us, instead of their being employed as temporary hands in which case they lose all interest. This is very essential in the interest of conserving and making full use of whatever technical personnel we have got.

I have nothing very startling to say about the progress of work. I think progress is there. I have no hesitation in admitting that we are behind schedule. It is also a fact that our costs are going up. Whereas originally we had estimated the cost at Rs. 128 crores for Rourkela, Rs. 110 crores for Bhilai and Rs. 115 for Durgapur, the revised estimates, according to statements made by the Minister from time to time, are: Rourkela Rs. 170 crores, Bhilai Rs. 131 crores and Durgapur Rs. 138 crores. But here also I doubt whether some of the other things are not left out. Our estimates were not complete; they were also of a very sketchy character. The details had not been worked out.

This brings me to the oft-repeated suggestion of mine that we should work out the details of everything before we undertake a project. The

estimates must be fully worked out. Designs and all other things must be prepared well in advance. We should not forget any item. It has been brought to notice that we had not budgeted or prepared estimates for exploitation of the mines. That is a very vital thing, but we forgot it. These things occur and costs go up, and once costs start going up, ill-informed persons and persons outside, the private industry will be the greatest critics of these things. In order to protect this industry, which is a great national undertaking, I say, for God's sake, let us be very detailed in our estimates; let the estimates be prepared well in advance; and then if there is any change going on, let the House and the country be taken into confidence at the first opportunity so that there may be no misgiving, no misunderstanding and no bad propaganda.

13·13 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Shri Surendranath Dwivedy (Kendrapara): The hon. Minister took great pains yesterday to explain to us the difficulties facing the steel industry in the public sector, and wanted to impress upon us that we should not strike a note of pessimism. But I have not been able to find anything more in his statement than what is contained in the published report supplied to us. In spite of that, let me assure him that my criticism is not meant to create a feeling that we are failing, we will fail and we will not achieve our purpose. But what I would point out is that if we bear in mind our difficulties, then only will we be able to convince the people and enthuse our own people who are working in these projects.

We have to remember that we are, according to the revised estimates, investing in these three steel plants in the public sector Rs. 439 crores. Not only that. Utmost sacrifice is called for in order that these are a success. We are practically ignoring the rural sector in the expectation that a good

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future will emerge after sometime. Therefore, it is important, and public attention is very largely focussed on these plants; the public are watching them with keen interest.

I know that, unlike other Ministries, the report that is submitted to us has given us certain points regarding the difficulties. But that is not enough. If you go through the report, you will find that the difficulties are different in different steel plants. I agree with the Minister that we should not make comparisons regarding the progress on the same level about all the three plants, taking the progress as a whole. The report says:

"Beginning with production of pig iron in the first blast furnaces of Rourkela and Bhilai, by December 1958, output will gradually build up until by about the second Plan period, full production will be very nearly attained".

This is the important point to which I want to draw attention. The Ministry itself is not in a position to tell us that the target under the Second Plan is going to be attained if full production is there in these steel plants. At the same time, we have to remember that in the First Plan we had a very low target and the achievement was lower still. In the Second Plan, we visualise that we will very nearly reach our targets. If this is what is going to happen, it will upset our entire economy because, according to the Planning Commission itself, "the expansion of the iron and steel industry has obviously the highest priority since, more than any other industrial product, the levels of production of these materials determine the tempo of progress of the economy as a whole". What will happen to the entire progress of the country if we fail to achieve the targets? Therefore, we should apply our minds very seriously to the question whether we are really going to achieve the targets or it is a revised

estimate that we should keep before us.

My first criticism is that probably the first drawback in all our projects has been that we do not pay serious attention at the preliminary stage. We hear the same things in respect of industries in the public sector. What are they? Estimates are constantly revised, time schedule is not followed, production is delayed and financial commitments go on increasing. We hear these not only in respect of steel, refinery or irrigation projects but of all projects. What do we do? At the beginning, we do not know who is responsible to Parliament to see that the proper schedule is followed. We have as many as three or four Ministers; not only that, the nomenclature of the Ministry also changes often. At the beginning some Deputy Secretary is in charge of these steel projects. Of course, he may be guided by a specialist. I do not know. But I am sure at the beginning nobody worries his head about it. When there is delay, when there is criticism, then it is taken up at the highest level and considered what should be done because something has to be done. Then the machinery gets moving. I do not think this is a very good process. What is needed is not only provision of money or fixation of target. I want that there should be definite fixation of responsibility in different spheres. I would like the Ministry to give to us or keep in the Ministry an operational chart also so that progress can be checked from time to time, period by period, and we would be able to suggest what are the difficulties coming up and how we will be able to overcome them. I do not think that merely saying that the consultants did not arrive in time or that the supplies were not received in time and so there was delay, would be very convincing. We all realise that there is shortage of technical personnel; we also realise that this is a very new venture. But, at the same time, it is

essential to know why, while the private sector is achieving its targets without much difficulty, we are not able to do so. It is because we do not have before us the time schedule and the operational chart and we do not know until the last moment when we come to know that such things have happened. It is a valid criticism. This will ultimately affect our expansion in the public sector.

We are anxious that the steel plants should be built promptly and economically too. And, under inflationary conditions, delays in the time schedule directly contribute to increase in cost schedule as well. And, the higher the initial cost, the longer will the enterprise take to become an economic enterprise. Therefore, it is disquieting that the execution of the project is not at the rate anticipated. I will only take the Rourkela plant to give you an example.

According to the Ministry's admission, at first, it was anticipated that in some sectors, especially in the rolling mills, owing to some difficulties, there might be delay of about 6 months. Now, in the report they say, going into it further, it is now feared that the delay might even be more in some cases. And, we have to remember that this is our first attempt.

The negotiations started in the year 1953. Of course, we decided upon increased production. Ultimately, the final report was submitted in January 1955; and, about the increased capacity also we got the report in November, 1955. But, at first, it was said that the delay was due to the non-availability of suitable civil engineering contractors. And, in 1957, after two years, it was found that there were also delays in the supply and erection of some of the equipment. Two years passed and we did not know what was happening. We sent our experts to go there to contact the German consultants. They came with a report and the Ministry assured us that blast furnaces will start functioning by the end of 1958.

Again, in 1958, there is another difficulty, about which the Minister made a reference yesterday. They say there are other difficulties and it will be delayed further. Of course, the Minister says that the German consultants are arriving here next week. I want to know why these things also were not taken up when our people went to West Germany. This record, I would say, is not at all satisfactory.

I feel that there is no periodical check. I want to know whether there are any technical experts in the Rourkela factory to advise us about the progress from time to time. Or, is it because we have entrusted the work to Krupps and Demag, who are not quite capable of taking the entire responsibility for the work in this regard, that we have this delay? Because, I find from a report of the Production Ministry that Krupps Demag had undertaken far more responsibilities than are customarily within the scope of the consultants' functions. I want to know if it is the real reason. Then, perhaps, it would be preferable at this stage to unburden them and to see that we have our experts to watch the progress of the factory.

I also find that these two combinations which are taking up this factory are vying with each other in regard to contracts for supply. There was a call for tender for Rs. 60 crores worth of supplies for which both of them gave different tenders and ultimately Krupp got the order. That shows how these people are competing with each other. It is high time we know what is the cause of the delay. This is only about one factory.

What about the Bhilai plant? At the first stage there were transport difficulties; the Visakhapatnam port was not able to cope with the heavy machinery supply that came from Russia. It is not only a question of resources and consultants. Have we taken an account of what would be the expansion of transport and port facilities and what other difficulties

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there would be? Have they been properly estimated and money provided by the Planning Commission to see that in these areas, as regards steel projects, whatever supplies are necessary are promptly dealt with by the Transport and Railway departments? In Bhilai what happened? The Visakhapatnam port was not able to cope with it; we diverted it to Bombay. In Bombay, there is already congestion. Railway transport from Bombay to Bhilai is not at all very easy. All these difficulties were there. Rourkela is being supplied from Calcutta; but, you will find that Calcutta is also always congested. There are other very urgent materials to be disposed of. Then there is no fair weather or all-weather road from Calcutta to Rourkela, so that these may come by road transport.

I do not find in the plans of the Railway Ministry any proposal for the construction of a railway line from Rourkela to Talcher, to join the railway line there, which to a very great extent would ease the situation. At the same time, it has to be borne in mind that this is only the beginning stage. In this period we have to provide for as much as 4 lakhs tons of machinery to be imported and sent to the plant site and about 6 to 7 million tons of raw materials also have to be moved to the plant site.

Along with this there is the question of unloading from ships at the ports, storage and removal from the ports etc. They have to be attended to as well. I fear that there is no proper awareness of this problem. If there is a co-ordinating body consisting of representatives of the Steel Ministry, the Transport Ministry and the Railway Ministry and periodical reviews are made of these problems, then, probably, we will be able to do something in this matter and, probably, we will be able to give priority to these things in our plans. Unless these things are done, it would not be surprising that next year the Minister

comes here and says that it is not possible, that there is no money, there is no transport and on account of these difficulties we are not going to make any progress.

I would also refer to the problem of the export of iron ore. It is gratifying to note that there is an upward trend in our export and recently we have entered into an agreement with Japan for the export of iron ore to the order of about 2 million tons from 1964 onwards from the Rourkela area. I am also glad that we have decided that there should be further exploration—between the Japanese Government and our Government—for the export of 250,000 to 450,000 tons of iron ore from the Sukinda area in Orissa through the port of Paradip.

This throws a great responsibility on the Minister of Mines. I understand that the main hurdle in the negotiations was the price. The Japanese wanted at cheaper prices. They were getting goods at these prices from other places. If we want to develop our export market in foreign countries, we should also be able to offer them the cheapest possible prices. If there is an integrated plan, I maintain that we would be able to do this. Orissa alone, I think, will be able to meet these demands of the foreign market, without in any way disturbing our own projects if the mines are properly developed and if transport facilities are available and if the port at Paradip is also given the highest priority in our development plan. Therefore, I want to know whether it is not possible for our Ministry to consider very seriously whether something could not be done to develop the iron mines there and take them away from the hands of private enterprise. I do not plead for the nationalisation of all sorts of mines. The Minister so often tells us that there are so many difficulties and that there are coal mines, manganese mines and so on. I would only say this. Let us take over the

iron ore mines on which depends the entire development of the country. Let us decide that mining of iron ore would be the State's monopoly. It quite fits in with our Industrial Policy statement also.

I welcome in this regard the formation of the Orissa Mining Corporation with the help of the Centre and the State. I understand it is more for supplying materials to the State Trading Corporation than to undertake mining in Orissa. It should work the iron mines in Orissa so that we may supply to the foreign market. Orissa produces, I can say from authoritative report, ores with the highest iron content—more than 80 per cent, I am told. I am told that the Ministry of Mines has appointed an expert Committee to find out the availability of iron ore for export from Orissa. In the same report it is said that the finalisation regarding this will be done by the Geological Survey of India. What is its record? Have they as yet made a proper survey of Orissa which has great possibilities and potential resources. The headquarters is at Calcutta. Sometimes they come there and if they are to finalise, I do not know what would happen. If a branch office is established there, it would look to the immediate problem and there would be no delay in the exploration of mines. These are the two things to which I would like to draw the immediate attention of the House. We should encourage the export of our iron ores not with a view to capture western markets but to South-East Asian countries. It is said that for years to come we have to import rice to feed our people. Burma and other places are in a position to give us rice. If we are able to develop our trade in South-East Asia, we will be able to meet our import programme to a great extent without any way disturbing our foreign exchange.

There are only two or three small points and I conclude. I would refer to the appointment of displaced per-

sons and local persons in the Rourkela factory. I am glad that in the course of a debate in the Orissa Assembly, the Chief Minister has stated that the Minister in charge of steel has given a categorical order that local men should be recruited for unskilled and such other employments there. How far is that order being followed? There is a grievance that it is not being strictly followed although the instruction is there.

It is a huge factory and we want to give our full co-operation. I want to know whether the Ministry has considered as to how not to estrange the labour population and to see that there is no discrimination. Rourkela Mazdoor Sabha is a registered labour union there and it offers full co-operation. But due to political motives and considerations a different treatment is given to the unions functioning there. The Minister should not leave away this affair as being a State problem. It should be looked into.

The last point is regarding the coal mines. The Villiers coal mine at Talcher is operated by a private firm. There are two other collieries in that locality operated by the State. From the reports we find that the State collieries have made rapid progress and that production is not hampered there. But in the private colliery, the production is reduced; the labourers are not given their proper wages and the awards of the labour tribunals are not followed. I am told that the State Government has offered to the Central Government the option to run the mine. If so, I do not see any reason why the Central Government should not see that it is taken away from the private owner and run by the State because we want coal production to go up and if this mine is run privately, it creates difficulties and the management misbehaves towards the labourers.

Dr. Melkote (Raichur): Sir, we are considering the Demands of the Ministry of Steel, Mines and Fuel. Mines and fuel are an important aspect of the national wealth obtained from the bowels of earth. For centuries we have been creating wealth from the surface. Here for the first time, we have been making earnest attempts to create wealth from the bowels of the earth. Therefore, one could say that this Ministry is performing a Herculean task with regard to meeting the needs of the country. But the amount of money allotted for it has been rather meagre. For instance, take coal. The production during the Second Plan period is estimated to go up from 39·1 million to 60 million tons. It is no doubt a very big task but compared to the needs of the country it is nothing. But in the past two years, the progress made is from 39·1 million tons to 43·1 million tons. We have got to reach a target of nearly 60 million tons within the next three years, which works out to an average of about 5 million tons every year. During the past two years we have gone up by nearly 4 million tons. We have now got to make a leeway of 5 million tons every year, which is a very big affair.

It would take nearly three years to take the first handful of coal from any particular area from the date the boring was started, and it will take more than three years to take out the optimum quantity from any particular area. Therefore, if we have not started taking out coal today we would not be able to reach the target of 60 million tons. All those borings that take place hereafter will yield coal only after 1961. Therefore, I would like to know from the Ministry whether the present borings, the borings that have already taken place are sufficient enough to bring out coal to the extent of 60 million tons by the end of the Second Five Year Plan. If borings to that extent have not taken place, we will not be able to reach the target.

To do this we have to get the necessary equipment, the necessary machinery, and the cost of that machinery has been consistently going up. Therefore, I would like to know whether sufficient provision is available for the Ministry to purchase all this material. I doubt, for the simple reason that the foreign exchange component has been rather hard hit and, therefore, even if the Ministry desires to get all this material it would be very difficult to obtain them, and if it has not obtained the equipment so far it will not be able to reach the target.

I was recently at the Singareni collieries, where I was given to understand that in one of the bulletins of this Ministry relating to the year 1954-55 it is said that nearly Rs. 4 crores are being spent in transporting coal from the north to the south. In the south there are only two collieries: one is the Singareni collieries, and the other is the Neiveli project which is coming up just now. At present, all the coal that is available to the south is either from the Singareni collieries or the coal exported from the north to the south. In so exporting, the expenditure involved in transporting coal from the north to the south, either through the sea route or by train, comes to nearly Rs. 4 crores.

At the rate of production that we are having at present in the Singareni collieries—nearly 2 million tons—it is estimated that it will take at least 1000 years for us to be in a position to exhaust the mines even if we raise the production to 3 million tons.

Shri B. S. Murthy (Kakinada Reserved-Sch. Castes): Only 1000 years?

Dr. Melkote: There is plenty of coal available there. They are prepared to go up to 3 million tons or even 4 million tons, provided money is made available to them. Rs. 4 crores is a colossal amount that is being spent in transporting coal from

north to the south, while coal is available in the south itself. They are only asking for a loan of Rs. 8 crores for increasing the production from 1.5 or 2 million tons to 3 million tons. They have said that they will be able to produce even 4 million tons if the necessary money is made available to them.

If we produce 4 million tons during the Second Five Year Plan period, a considerable saving of this expenditure in transport could be made and coal made available to the south in greater quantities. They are asking for only Rs. 8 crores, whereas the annual expenditure in transport itself is Rs. 4 crores. Therefore, if this loan is given, in a period of two years this sum of Rs. 8 crores can be paid back in increased production. I understand that the Central Government has been withholding this money for the simple reason that 86 per cent of the shares of the Singareni collieries are held by the Government and the balance by private investors. It is said that the Central Government wants 50 per cent of the shares to be handed over to them, whereas the Andhra Pradesh Government has been saying that, apart from the royalty, Singareni collieries has been one of the best mines that they have worked up for which the profit that accrues should go to the State Government. The Central Government possibly wants a share of that profit for loaning these Rs. 8 crores. Rs. 8 crores is a loan over which the centre would get interest, but there seems to be some hitch, and the Andhra Pradesh Government seems to be sore over this point for not making available to them Rs. 8 crores, which amount is included in the Second Five Year Plan. To what extent this is true, I do not know, but if it is a fact, I personally feel that this grouse between one State and the Central Government should not exist because it will starve the south, apart from the necessity of making available the wagons for transporting coal from north to the south. Therefore, it is my earnest request that this sum

of Rs. 8 crores should be made available immediately to the Singareni collieries. This question must be decided by the State Government and the Central Government immediately because, in the ultimate analysis, it is in the public sector that it is being worked—it is only 14 per cent of the shares that are being held by private individuals. Therefore, if this sum of Rs. 8 crores is made available, coal to a large extent will be made available to the south and the wagons—of which there is a very great shortage—that are used for transporting coal from north to south may be made available for other purposes.

Secondly, the other day I was reading about the development of steel in Bhadravati. It is said that the production at present is 0.03 million tons and during the Second Plan period it would go up to 0.1 million tons, whereas in Rourkela and other mining areas they expect to go up to 0.3 million tons and more. The Bhadravati iron mines have been in existence for the last 40 years. It is a State-owned concern with plenty of iron ore of the best variety. Nearly 75 per cent to 80 per cent of ore content there is iron, and plenty of electricity and water is also available. What is lacking is the coal content which is necessary for the manufacture of steel. Coal is available at Singareni collieries. The shortest route, which is only 200 miles at present, is by going through the Hospet area by having a railway line there. Therefore, apart from making available coal to Bhadravati iron mines through a shorter distance it would also open up a new track. Manganese is available at all these places. This would make it possible to open up one more steel producing centre in the south i.e. Hospet. This is a thing which the Minister concerned has to investigate. This would bring in fresh sources of steel which is very badly needed in the country.

I, therefore, feel that the working up of Singareni collieries, apart from

[Dr. Melkote]

giving greater advantage to the south, would also help towards production of greater amount of steel both in the Hospet area, if it is taken up in the Third Five Year Plan, as well as increased quantum of production in Bhadravati. I feel that the Ministry ought to pay more attention to this question.

Many people have already voiced the feeling, and I do not want to repeat what has been said, about certain items. But I would like to support what has already been said with regard to the price structure of petroleum products. In our country, the black-topped roads are a national asset. I recently tried to find out the advantage in black topping of the roads. I found that apart from improving the health of the motor-drivers, particularly the people who run the lorries, it saves the wear and tear of the tyres, the body of the vehicles and also the machine itself. The wear and tear, it is said, would be reduced by nearly 25 per cent, and 25 per cent. is not a small thing. So, the production of coal tar products in the country either by means of petroleum or by means of coal is a very great advantage and a national asset. Therefore, if the price structure of these products goes down, it would help the creation of better roads in the country. Hence, the price structure of petroleum and its products, for which we are paying the foreigners, must be reduced and be brought down to a level that is obtaining at least in Pakistan, Ceylon and other countries. This is a feature which has been voiced very much here. I would like to support it, not merely for the advantage that we would get financially out of it but also for the advantage that if the price structure goes down we might be in a position to purchase more of the raw material i.e. crude petroleum which would mean in turn greater production of the petroleum products which might be useful for the development of our national highways.

I personally felt that the Ministry should bear in mind this matter and give more attention to it. I have nothing more to add.

श्री उड्डे (मंडला—राजिन—भनुप्रसिद्ध आदिवासीतां): उपर्युक्त महोदय, इस्पात, स्थान और ईचन में लाय के सम्बन्ध में दोलते वक्त में आदिवासी दृष्टिकोण पापके द्वारा मंत्री के समझ विचारार्थ रखता हूँ।

आदिवासियों का और इन अनियंत्रित पदार्थों का बड़ा बना सम्बन्ध है। आदिवासी वही होता जहाँ पहाड़ हों, जहाँ झगल हों, जहाँ जानवर प्रचिक हों और जहाँ उपज कम हो। इन्हीं पहाड़ों में आदिवासी रहते हैं और इन्हीं पहाड़ों में तेल, कोयला, लोहा और मेगलोज निकलते हैं। भारत वर्ष के जितने भी ऐसे स्थान हैं वहाँ की भूमि में कम्पेक्ट एरिया में आदिवासी मिलते हैं। तब इस मंत्रालय का यह मुख्य कर्तव्य हो जाता है कि आदिवासियों का व्यान अवश्य रखा जाय और उसी संबंध के कुछ मुकाबला देते हुए में इस मंत्रालय का व्यान आकर्षित करना चाहता हूँ।

कल इस मंत्रालय के मंत्री जी ने तीन इस्पात कारखानों के; कार्य की जो समीक्षा की उम्मीद देखते हुए और रेलगाड़ी में जाते हुए भिलाई और रुरकोला को देखने में मुश्ते तो ऐसा लगा कि भारतवर्ष बहुत तेजी से उन्नति की ओर दौड़ लगा रहा है और ऐसा मालूम होता है कि ये लोहे के जो कारखाने बन रहे हैं ये भारतवर्ष का सिर दुनिया में ऊँचा करने जा रहे हैं। मैं इस चोर को एक आदिवासी की हैसियत से देखता और सीखता हूँ। कल मंत्री महोदय ने बताया कि हजारों लोग इन कारखानों में और इस कार्य में काम कर रहे हैं। भारत सरकार ने हर एक महकमे में भर्दमाली के अनुपात से आदिवासियों के लिए कुछ स्थान सुरक्षित रखे हुए हैं। लेकिन मैंने बहुत कुछ देखा, पर इन कार्यों के

मुझे कहीं भी आदिवासियों का पता नहीं लगा। तो मंत्री बहोदर इस बात का अफर घ्यान रखेंगे कि इन स्थानिज पदार्थों का और आदिवासियों का किसना चना सम्बन्ध है। ये लोग पहाड़ों में रहे गये? ये लोग वहाँ इस लिए गये कि इनको वहाँ पर लाने के लिए कल फूल मिलते वे और जानवरों की खिकार मिलती थी। अब खिकार खत्म हो गयी, जंगलों के कानून कड़े हो गये, इस लिए उनको कल फूल इत्यादि नहीं मिलते। यही उनका भूम्य आजीविका का साधन था। उस भूमि में उपज नहीं होती है। अब उस भूमि में जो स्थानिज पदार्थ हैं उनमें काम करना ही उनके लिए आजीविका का साधन हो सकता है। पर आज हम यह देखते हैं कि उनकी भूमि में जो जानें निकलती हैं उनका पैसा (मालबा) उनको नहीं मिलता। वे लोग इतने सीधे होते हैं कि दो बार बार अपना स्थान छोड़ कर पैसा लेने आते हैं और अगर उनको पैसा नहीं मिलता तो वह स्थान छोड़ कर ही चले जाते हैं। इनी तरह मेरे पहाड़ों में चले गये थे। लेकिन अब वह कहाँ जायेंगे और कहाँ बसेंगे? इस लिए इस मंत्रालय को इन आदिवासियों की तरफ ध्यान देना चाहिए। और सर्व करते समय इस बात का ध्यान रखना चाहिए कि जहाँ आदिवासी रहते हैं वहाँ पर कुछ मिनरल अवश्य मिलेंगे क्योंकि आदिवासियों का इन स्थानिज पदार्थों से धना सम्बन्ध है।

अब मैं कुछ बातें भूम्य प्रदेश के सम्बन्ध में इस मंत्रालय के सामने रखना चाहता हूँ। हमारे यहाँ के उद्योग मंत्री माननीय श्री जैन ने एक पत्रकार परिषद् में यह कहा है कि बेलाडिलो की लोहे की लदानों का विकास लम्बे समय के लिए कर गया है। इसका कारण यह है कि ओरिसा की लदानों को विकसित करके जापान को कच्चा लोहा देने का सौदा किया गया है। इसी कारण बेलाडिलो की लोहे की लदान का कार्य सम्पन्न के लिए बहुत हो जायेगा। हमारे

उद्योग मंत्री जी कहते हैं कि बेलाडिलो की लदानों का जो लोहा है वह (बस्तर जिले में, भूम्य प्रदेश में) अच्छे प्रकार का है और कम लागत पर निकाला जा सकता है। तो क्या कारण है कि वहाँ के कच्चे लोहे का सौदा जापान के साथ नहीं हुआ और ओरिसा के कच्चे लोहे का सौदा हुआ?

इस रिपोर्ट के सफा ४८ पर लिखा हुआ है:

"...investigation of the Bailadila iron ore in connection with the export programme to Japan... will also be undertaken."

अगर जापान के साथ इस बगह के लोहे का सौदा होना है तब तो यह नीक है, पर अगर जापान के साथ सौदा नहीं होना है तो किस यह इनबेस्टीगेशन क्यों किया जा रहा है? यह जानकारी भूम्य प्रदेश को अवश्य मिलनी चाहिए क्योंकि भूम्य प्रदेश की सरकार और भूम्य प्रदेश की जनता को यह समाचार सुनकर बड़ा असंतोष हुआ है।

दूसरी बीज यह है कि अमरकंटक में एल्ट्रूमीनियम का कारखाना बुलने वाला था। लेकिन हमारे यहाँ के उद्योग मंत्री ने बतलाया कि यह कारखाना मिरजापुर के पिपरी गांव में, उत्तर प्रदेश में बनेगा। इस रिपोर्ट में बतलाया गया है :

"Amarakantak deposits for bauxite will also be undertaken."

तो यह किस लिए अंडरटेक किया जाता है जब कि अमरकंटक में कारखाना बनने वाला नहीं है? अगर यहाँ भी कारखाना बनने वाला है तो उसका भी ध्यान मंत्री जी रखें।

मैं कुछ और बातें आपके सामने रखना चाहता हूँ। जैसा कि मैंने पहले कहा, स्थानिज पदार्थों का और आदिवासियों का धना सम्बन्ध है। आपकी रिपोर्ट में दिया हुआ है कि छिदवाड़ा और झाबुआ में मेंगनीज की लदानें हैं। इन स्थानों में ६० या ७० प्रतिशत आदिवासी रहते हैं। यह जो बेलाडिलो का

[भी उहके]

स्थान है वहां पर ६० प्रतिशत आदिवासी रहते हैं, अमरकंटक में ७० प्रतिशत आदिवासी रहते हैं। इसके अलावा मेरे चुनाव क्षेत्र में ७० प्रतिशत हैं; वहां जो चौबैंग मिलती हैं वह में मंत्री जी को बतलाता चाहता हूँ। आपकी रिपोर्ट में बतलाया गया है कि सन् १९५७ में कोयले के शोध का काम किया गया और वह काम सन् १९५८ में भी होता रहेगा। मैं जो स्थान बतलाता हूँ उनमें भी सर्वेक्षण करें: देख लिया जाय। मंडला जिले के निवास तहसील भें शाहपुरा गांव से आठ मील पर नाले के किनारे, रैयपुरा तथा दुम्लीपुरा गांवों में कूदा लोदने के समय कोयले की परत की परत निकलती। मैंने इसे कोयले के जानकार लोगों की विज्ञापना, उन्होंने कहा कि यह अच्छे किस्म का कोयला है। इसकी जांच की जानी चाहिए।

दूसरी चीज में यह कहना चाहता हूँ कि मंडला जिले के शाहपुरा रो० ३० संकेत के अमनीपिपरिया गांव में लोहे की खदान मिलती है। लोगों ने लोहा लोदने के लिए लाइसेंस प्राप्त करने के लिए दरबखास्ते दी हैं। मैंने प्रत्यक्ष इस लोहे को देखा है। यह लोहे का पत्थर बेसा ही है जैसा कि चादा जिले के लोहारा खदान में मिलता है। मंत्री जी इस लोहे की जांच करायें कि वह कितना अच्छा है।

24 hrs.

इसी प्रकार उसी जिले में शोतीनाला रेज के हाथी पहाड़ तथा छाड़ी पहाड़ में लोहा प्रचुर मात्रा में है। ये पहाड़ बड़े बड़े हैं। इस दस, बारह बारह पहाड़ों की रेज है। वहां पर सब लोहे के पत्थर पड़े हुए हैं, जैसे कि झरना-दलनी में निकलते हैं। ये पहाड़ भी उसी प्रकार हैं। मैं प्रारंगन कहंगा कि मंत्री महोदय इस की जांच करने की व्यवस्था करें।

बिधिया रेज में मंडला जिले के भीमा-सठिया गांव और उसके आसपास के गांवों की जमीन लोदने से अच्छक की बड़ी बड़ी

परतें निकलती हैं। इस की भी जांच की जानी चाहिए।

मंडला जिले के बमनी बंजर रेलवे स्टेशन के पास अडिया गांव और उसके आस-आस बहुत चूना मिलता है। मैं चुन चार्लीस साल से देख रहा हूँ कि लगभग १०० बैगन चूना हर साल वहां से निकलता है। कल वहां पर हाउसिंग विभाग के उप-मंत्री ने कहा था कि मध्य प्रदेश में चूने की इमारतों को प्रायर्टी दी जायेगी और सीमेंट से भी अच्छी इमारतें बनाई जायेंगी और मध्य प्रदेश सरकार इस काम को अपने हाथ में लेने वाली है। वहां पर जो भृट है और १०० बैगन के करीब चूना निकलता है, वह भामूली देहाती तरीफ़ से निकाला जाता है। मंत्रालय को इसका कुछ विकास करने की कोशिश करनी चाहिए और देखना चाहिए कि वहां पर कितनी मात्रा में चूना फैला हुआ है। चूंकि मध्य प्रदेश सरकार चूने को सीमेंट की जगह काम में लाने वाली है, इस लिए मेरा स्थान है कि इससे उसमें बड़ी आसानी होगी।

रिपोर्ट में इन्वेस्टीगेशन आफ हाट स्प्रिंग का भी जिक्र किया गया है। मेरे चुनाव-क्षेत्र में मंडला - जबलपुर की फल्स्ट क्लास रोड पर मंडला से चौदह मील दूर एक हाट स्प्रिंग है। मैं क्षूसिक तो नहीं समझता लेकिन घार आप मोट समझते हैं, तो मैं आपको बतलाता हूँ कि वहां पर चार मोट का पानी चौबीस घटे और ३६५ दिन बहता रहता है। उस पानी में गन्धक की बास आती है और उससे भाप निकलती रहती है। वहां पी० डब्ल्यू० डी० ने १५ × १५ का टांका बनाया हुआ है। उस में तीन फुट गहरा पानी खोलता हुआ रहता है। उसमें कपड़ा डालने से फौरन साफ़ हो जाता है और यदि चर्म-रोग से ग्रस्त कोई आदमी उसमें दो चार बार स्नान करे, तो वह अच्छा हो जाता है। मैं चाहता हूँ कि १९६८ में

विन हाट विनाय का इन्वेस्टीगेशन करने की तज्जीब है, उन में इस को भी सम्मिलित कर दिया जाये। यह एक अचौल बात है कि उस से सटा हुआ ठंडा और भीठा पानी जो एक मिट्टी के पाइप में इकरात से बिलता है। रेलवे के सुधीरे भी वहां पर उपलब्ध हैं। कोई रेलवे स्टेशन पक्कीस तंत्र से भील से दूर नहीं है। एक तरफ विरसिंगपुर का रेलवे स्टेशन है, जहां तीस हवार किलोबाट का बर्मल हाउस है। इस लिए वहां बिजली भी आसानी से बिल सकती है। दूसरी तरफ विरसिंगपुर से मंडला फस्ट क्लास रोड है, जो कि इसी साल तैयार हुई है। इस लिए इसा मंडला जिले के डेवलपमेंट बोर्ड लिए कोई कठिनाई नहीं होती। अगर इसको डेवलप करने के लिए पांच दस भील की रेलवे नाइन या बिजली की लाइन डालनी पड़ी, तो मंडला जिले और बस्तर जिले में जहां कि बैसा दिसा का लोहा है, सरई का इतना बड़ा जंगल है कि आपको आसानी से लाखों खम्बे सरई के झाड़ों के बिल सकते हैं और स्नोपर भी बिल सकते हैं। अगर इसका सर्वेक्षण किया जाय और यह सारे का सारा काम हाथ में लिया जाय, तो आप के इस मंत्रालय में एक पत्थर से तीन चिड़ियां भारते के समान कार्य हो सकेगा—एक तो आपको नई नई चीजें बिल जायेंगी दूसरे आदिवासियों का उत्थान हो जायेगा और तीसरे उस इलाके के जो बेरोजगार लोग हैं, उनकी बेरोजगारी खत्म हो जायेगी और जंगल का भी उत्थान हो जायगा। आदिवासियों के उत्थान करने की बात तो हमारे विधान में दी हुई है, इस लिए उस तरफ ध्यान देने की बड़ी आवश्यकता है। आपने इस महकमे से आदिवासियों का बहुत सम्बन्ध आता है, इम लिए यह आवश्यक है कि आप इस तरफ विशेष ध्यान दें।

मैंने अभी आदिवासियों को नीकरियां दिए जाने और उनकी जो जमीन इन कामों में ली जाती है, उसका पैसा दिए जाने के सम्बन्ध में निवेदन किया है। मैं यह भी

बताना चाहता हूं कि वे लोग साथारण लोगों की तरह दस, बारह बार पैसा लेने दें लिए नहीं जायेंगे। उनकी स्थिति तो यह है कि एक बोर्ड द्वारा पैसा लेने गए और अगर वह नहीं मिला, तो गांव छोड़ कर चले गए। इस तरह के मंडलों मामले आपको भिलाई और कोरबा के आस पास देखने को मिलेंगे। जहां जहां आपने जमीन ली है, वहां आपको ऐसे केस देखने को मिलेंगे। दल्लीरकारा के आस पास, आपको ऐसे केस देखने को मिलेंगे कि पैसा न मिलने पर वे लोग गांव छोड़ कर चले गए। ऐसे सीधे सादे लोगों के साथ इस तरीके से ध्याय न हो सके, इस बात का आस ब्याल रखना चाहिए। जिन आदिवासियों की जमीन इस काम में ली गई है, उनको पैसा देने के सम्बन्ध में अगर कोई स्पेशल आफिसर मुकरंर कर दिया जाय, तो ऐसे विचार में कोई विशेष बोझ नहीं पड़ने वाला है। यह सारा काम हमारे देश की जनता के उत्थान के लिए हो रहा है। तो किरण आदिवासियों को, जो कि सब से पतित और गिरे हुए लोग हैं, क्यों नुकसान हो? अन्त में मैं किरण यह प्रार्थना करूंगा कि उनकी नीकरियां और जमीन के सम्बन्ध में ध्यान रखा जाय।

इन शब्दों के साथ मैं इस महकमे के लिए जो अनुदान मांगे गये हैं, उनका समर्थन करता हूं।

Shri Ghosal (Uluberia): The Ministry of Steel, Mines and Fuel has come to the forefront, as these form the core of the industrial development of our country on which depends the success of our second Five Year Plan. The geological researches have recently revealed that our country is immensely rich in mineral deposits and it only depends on our power of utilisation of the same.

Coal is one of the important minerals for the industrial development of our country. We have laid down in our second Five Year Plan that by the end of the second Plan, i.e., by

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1961, we shall raise 60 million tons of coal. We further assessed that the private sector will be able to raise about 450 lakhs of tons and the public sector will be able to raise about 180 lakhs of tons. But if we take into account the production of the public sector and also the production of the private sector, we shall find that the production in the private sector is much higher than the production in the public sector. If we take into account the statistics for seven years, we find that in 1950, the private sector raised about 91.97 per cent. of the total output of coal whereas the public sector could raise only 8.03 per cent. The private sector raised in 1951, 91.28 per cent., in 1952, 90.97 per cent., in 1953, 91.27 per cent., in 1954, 91.89 per cent., in 1955, 92.82 per cent. and in 1956, 92.42 per cent. of the total output of coal, whereas the public sector raised in 1951, 8.72 per cent., in 1952, 9.3 per cent., in 1953, 8.73 per cent., in 1954, 8.11 per cent., in 1955, 7.43 per cent. and in 1956, 7.58 per cent. only. So, we apprehend that it is not possible for the public sector to fulfil the targets by the end of the second Five Year Plan if the progress in raising coal is made in this way. Of course, I do not mean to say and it does not lead to this inference that the mines should be left to the private sector. I only want to emphasise that the working of the public sector should be improved, so that we shall be able to take more mines into the public sector and also the targets of the second Five Year Plan can be fulfilled. For that reason, I would request the hon. Minister to consider about the modernisation of the working in the public sector and also raising the efficiency of the worker.

Moreover, I would like to point out that in one colliery in the public sector, i.e. Bokaro, from the report we find that the production is gradually decreasing from 1952-53 to 1956-57. In 1952-53 it was 14,99,000 tons and odd whereas in 1956-57 it was only 11 lakhs tons. I would request the hon. Minister to look into this matter, so that no output is decreased in the

public sector. At the end of the Second Plan, it has been stated that 4965 wagons will be available daily. I raise the question of wagons because there is a cry of the transport bottleneck. Even if the output of coal is increased, if the transport bottleneck is there, the coal may not be sent to the proper places. For that reason, it was stated that 4965 wagons will be made available daily for the coal of West Bengal and Bihar and an additional 100 lakh tons of coal can be carried. But, if the position as stated above, continues, I do not know how the Government will reach their target in the matter of supply of coal.

Recently, some big disasters have occurred in the Bengal area in Chinalkuri and also in Bhowra coal mines. About two days ago, another mine has been closed on account of leakage of gas. In the Labour Ministry, Enquiry Committees have been set up to enquire into these accidents. This Ministry has also got the duty to enquire into the causes of these mine disasters. These disasters not only entail huge loss of life and unemployment, but they also cause huge loss of national wealth. For this reason, enquiries should be made by this Ministry also so that in future, such disasters may not recur.

Though coal mining is centred at present in West Bengal and Bihar, we have come to know that large coal deposits have been found in Madhya Pradesh, Orissa and Hyderabad. Tertiary coal and lignite deposits have been found in Assam, Kashmir, Rajasthan, Madras and Kutch. A new coal field has been reported in the papers to have been found in the Rangit valley in Sikkim. The Government should explore all the avenues to work out these mines at an early date.

Government have begun lignite mining in Neiveli. But, the working is not up to normal expectations. Moreover, lignite deposits have been found in Bilaner and South Arcot. I would request the Government to explore these deposits at the earliest opportunity.

There are some important, of course, minor minerals, which are also good foreign exchange earners. For this reason, the Government should examine the possibility of exploring these minerals from the different regions. I would like to enumerate some of them. Reserves of chromite have been estimated at 13,20,000 tons and deposits have been found in Bihar, Orissa, Madras, Andhra, Mysore and Kashmir. As regards ilmenite, the reserves have been estimated at 250 million tons. Tungsten ores have also been found in Jodhpur and Bikaner. The lead zinc of Rajasthan, if properly worked out, can meet the requirements of India. India is self-sufficient in bauxite or aluminium ores. The total reserves have been estimated at 250 million tons and these are located mainly in Bihar, Madhya Pradesh, Bombay, Madras and Kashmir.

Except asphalt, India has got sufficient structural materials. There is no dearth of structural minerals in our country: for example, limestone, clay, sand, gypsum, etc. In this report of the Government we find that various gypsum regions have been recorded after drilling. Therefore, we should also request the Government to explore these minerals also.

In mica, kyanite and sillimanite, India's reserves are considered to be very high. India produces about 80 per cent. of world's supply of mica which is generally found in Giridih, Hazaribagh and Gaya areas in Bihar. Bihar mica is of the highest quality. Recently, mica has been found in Nellore in Andhra and Ajmer-Merwara in Rajasthan. Largest deposits of kyanite in the world have been found in Kharswan in Bihar and world's largest concentration of sillimanite is in Khasi Hills of Assam. It has been recently stated to have been found in Rewa also.

Short fibre asbestos and high grade graphite have been found in Madras and Orissa. Potassium nitrate deposits have been found in the Gangetic

plains. Excellent deposits of talc have been found in Rajasthan and Madras. I do not like to mention all these minor minerals. But, I would say that iron oxide, ochres and high grade clays have been found in Singhbhum, Orissa and Travancore-Cochin. Deposits of iron ore have been estimated at 21,000 million tons scattered in the region of Orissa, Bastar, Madhya Pradesh, Madras, Andhra and Mysore. In the report we find that a widespread belt of copper occurs in Khetri. Of course, in copper, India produces only one-eighth of the copper that we require. Government should take proper steps at an early date to explore that copper because we are spending a huge amount of foreign exchange in importing copper.

High grade quality of manganese centres are found in Madhya Pradesh and it is also found scattered in the regions of Orissa, Andhra, Bombay, Mysore, Madhya Pradesh and Rajasthan. Limestone deposits have been recently found in Purulia. If this limestone is properly utilised, the difficulty that is experienced for the steel plant in Durgapur can be removed also. I regret to state that we do not find mention of these minerals in the report. The Government has not duly emphasised and assessed properly the value and utility of these minerals which will help the industrial development of our country.

In order to utilise all these minerals, one thing is necessary, first of all, that is geological mapping. We know that so far, only 24 per cent. of the total territory has been mapped. Therefore, I would like to suggest to the hon. Minister, the following procedures. Geological mapping should be immediately completed, at least of all those areas which are found to be rich in mineral deposits. Improved methods in mining should be introduced. Economic utilisation of the minerals must be made. Data should be collected and statistics and brochures should be regularly published. A comprehensive master plan for

[**Shri Ghoshal**]

the simultaneous development of all these minerals should also be formulated.

I should also like to suggest this. The Coal Council of India has set up four committees for coal, for assessment of resources, requirements and utilisation, production and preparation, and transportation. I would suggest to the hon. Minister to form such sub-committees so that we can utilise all these minerals in a co-ordinated way.

As regards the steel plants, I submit that I support the hon. Member who spoke before me who suggested that at least the local people should be given a chance in getting employment in these steel plants. I venture also to suggest that in the steel plant at Durgapur, hundreds of refugees, after a small training, can be employed. If this step is taken, the Government will also be able to solve the refugee problem to a certain extent.

Lastly, I would like to refer to one important point, namely, shifting of the office of the Bureau of Mines from Calcutta to Nagpur. The work of the Bureau mainly relates to West Bengal, Bihar and Orissa. So, even if it is shifted, still, a regional office shall have to be maintained in Calcutta. We do not find any necessity for shifting that office from Calcutta to Nagpur. I request the hon. Minister to consider this matter and drop that proposal for the present.

Shri C. K. Bhattacharyya (West Dinajpur): Drop that proposal for all time.

Shri Ghosal: Lastly, as regards the production of coal, the West Bengal Government wanted to double the capacity of the coke oven plant at Durgapur, but it has been rejected by the Central Government we do not know on what grounds. But, if it is allowed, this plant could produce 1,800 tons of the best coke daily, out of which at least 1,000 tons of coke-coal can be exported. Though late, I

request the hon. Minister to consider that point also.

Shri A. C. Gaha (Barasat): I shall generally confine my speech to the problems connected with coal which is the most important mineral. The Second Five Year Plan has also recognised this and has stated that coal must claim first attention. But, before going to coal, I think I should say a few words on some other subjects connected with this Ministry.

This Ministry deals with subjects that can be considered the core or the hard core of the Plan, and one of them is fuel or oil. For the last four or five years at least, I recollect, repeatedly this matter has come up before the House, the matter of the price fixation of oil in India. I recollect once our late lamented friend, Shri Buragohain, was replying to some questions on the profit being made by the Assam Oil Company. He was hesitant in his reply, and in fact, he almost pleaded helplessness.

Whenever this question has come up before the House, the Government side has not been able to give any convincing reply which can satisfy this House. It is not a question of this party or that party. I think it would be the unanimous demand of this House that the price of oil should be reconsidered and drastically modified to suit the cost of production as also the purchasing capacity of the people of this country. If it is true that these oil companies have been making enormous profits and yet they have been charging this high rate, then surely the Government should take steps to revise the prices of oil as current in India. I expect the Government will not take it as an issue raised by the Opposition. It is an issue which is supported by all sections of this House, and we hope the Government will come to some clear decision in this matter.

Regarding coal, the first point which I would like to emphasize is the economic extraction of coal. We have

abundance of coal which may serve our purpose for about 60 years or even more than that, but I think in metallurgical coal we are not rich. And with our expanding industries, particularly the steel and chemical industries, we will require good quality coal for which we should have a definite policy not only for conservation, but also for economic extraction. Since 1952 there has been the policy of pegging the production of metallurgical coal or good quality coal. Pegging is not enough. We should see that the coal is extracted to the utmost from a colliery.

I am not in any way connected with the colliery industry, and so I cannot speak with any amount of expert knowledge, but I have seen in some report that about 50 per cent. of coal is lost underground beyond all chances of recovery, that our extraction process is unscientific, that the sizes and shapes of the collieries are sometimes fantastic; the barriers between two collieries have to be maintained, and so some amount of coal is lost thereby. Some collieries are so fantastically shaped that narrow corners cannot be worked and the coal lying there is also lost thereby.

This report of the Committee on Amalgamation of Collieries was submitted in 1956. It has also stated:

"As far back as 1920, Tranharne Rees had commented on the 'fantastic shapes' of some lease-areas."

I do not like to read out the whole passage. It is at page 59, paragraph 12. The hon. Minister, or any Member interested in it, can easily find out. They have also pointed out these things, and I hope the recommendations of this Committee would be implemented.

Only the other day there was a question in this House, and the hon. Minister could not give any definite date as to when the recommendations of this Committee would be implemented. Rather, it appeared that the

Government was rather hesitating to accept the main recommendations as regards the amalgamation of the small collieries. I think that is a very important point, particularly for West Bengal and also Bihar.

These two States are having a large number of industrial units or concerns, and also some chemical industries are going on in Bengal. For all this we require selected grades of coal. Coals of selected grades A and B, and of grades I and II should be economically extracted, and extracted to the utmost, and for that the amalgamation of small collieries, rationalisation of working the collieries and scientific process of working should be implemented.

On this point I think during the last 30 years at least six or seven enquiries have been held, but still the Government have not been able to come to any definite decision. I hope the hon. Minister will see that this point of not only the conservation but also the economic extraction of coal, particularly of metallurgical and good quality coal, receives his active attention and that some decision is arrived at.

Coal production in India during the last two years has increased from 38 million tons to 43·5 million tons. The target for the Second Five Year Plan is to produce 60 million tons. The extra 22 million tons was divided between the public sector and the private sector—12 millions for the public sector and 10 millions for the private sector. The recently slightly revised, additional five million tons produced during the last two years has been, I think, mostly by the private sector. The public sector has not yet been able to produce anything appreciable during these two years. I can understand their difficulty. A colliery cannot be worked to yield coal just in a year or two. It requires some time. The National Coal Corporation has

[Shri A. C. Guha]

started working, and I expect that within the next two or three years it will produce some coal, and I think its rates of production of coal will go up year after year after that, but still, I do not expect that it would be possible for the public sector to produce the additional 12 million tons.

There should not be any ideological rigidity on this point. If it is found that the public sector cannot achieve the target reserved for it, then the Government should give an indication to the private sector that they may go ahead and reach the target of 60 million tons, which is the national target. The allocation between the private sector and the public sector is of minor consideration from the point of view of national interests. I hope Government will tell the private sector quite in time how far they can go in the production of coal, so that we may have the required 60 million tons of coal within the next three years of the Plan period.

As regards the public sector in coal, as I have stated, the National Coal Development Corporation has just started working. I find from the report that one non-official gentleman has been taken on the Board of Directors of this Corporation. I think they should take some other non-official also. The gentleman who has been taken on the board is an eminent labour leader in the colliery area, and it is quite good that he has been taken on the board. I expect that the Minister will also associate other non-officials in this Coal Corporation, so that it can really function as a national organisation and is not kept as a close preserve of the Government officers only.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): Besides the labour leader, we had a business man also as director.

Shri A. C. Guha: Previously, the Minister was the chairman of the cor-

poration. It is wise on his part to have resigned from that post and left it to the Secretary to the Ministry. I would suggest that the Secretary also should not be the chairman of the board. If it is an autonomous body, then its autonomy should be preserved. In a recent case, we have found how this amalgamation of functions, and this kind of double functioning of a person as an official and also as an executive of an autonomous body has not yielded good result. What the Secretary will decide in the corporation as its chairman will have to be sanctioned or rejected by him as Secretary to the Ministry. That is not a very happy position for him. So, I think that this autonomous body should be kept clearly autonomous and should not be mixed up too much with officials.

Coal is a very important element in our development work, and so, the working of collieries should be smooth as far as possible. But I am constrained to say that there have been too many authorities interfering in this matter, and sometimes conflicting authorities too. I do not know why the Chief Inspector of Mines has to be given so much authority over the production and the working of the collieries. The entire colliery administration of agents, managers, assistant managers, overmen, sirdars, shot-firers, surveyors, etc., has to obtain a service certificate under the Act, granted by the Department of Mines. The Chief Inspector of Mines in India is the chairman of the board of examiners, and these certificates are, in fact, to be given by the Chief Inspector of Mines.

Then again, the Department of Mines, which is almost practically his department, is maintained primarily, soley and wholly for the maintenance of safety in mines. The welfare of labour is to be looked after by the Welfare Organisation, but the Chief Inspector of Mines in India, to make himself all-powerful, has also taken

up under the Mines Act some of the important welfare measures. He is also a member of the Mines Board of Health, Water Boards, Welfare Organisation and half a dozen other organisations which have nothing to do with safety in the mines, and also of the Coal Board. The Chief Inspector of Mines is to be appointed by Government and it has been stated in the Act:

"such persons as possess the prescribed qualifications to be the Chief Inspector".

The qualifications that have been prescribed do not include the condition that he should have any diploma or degree in mining engineering or that he should have practical experience of colliery management. And yet, he has been given so much authority. It is strange that the man who enjoys so much authority and who is solely responsible for safety in collieries is always appointed as a member of the inquiry committee, as has happened recently, in the case of the Chinakuri accident inquiry. I think it is bad that any officer who is responsible for the safety should also be appointed as a member of the committee which is set up to enquire into the causes of the accident, that is, which is to enquire into his own lapses or failures. Though it is not within the jurisdiction of this Ministry, I hope the Minister will take up the matter with the relevant Ministry or at any other level, so that these things may be rationalised and put in order.

For the development of coal, we also require some technically trained personnel, for which the present arrangement is quite inadequate. I hope the Minister will look into this matter. Also, this training should be imparted mostly or primarily by some academic institutions, either the Dhanbad institution or some other engineering institutions, and should not be left to the discretion of the Chief Inspector of Mines who may issue certificates.

I find that for the stowing fund, six annas per ton is collected on all coal except hard coke on which nine annas per ton is collected. The average annual collection is about Rs. 1·17 crores, but the average annual disbursements from this fund are only about Rs. 77 or 80 lakhs. So, the fund has been accumulating, which it should not have been allowed to do. Moreover, there is also the provision for compulsory stowing. But during the six years from 1952 to 1958, only 18 companies have been asked to do compulsory stowing, and this year I think 86 collieries were asked to do voluntary stowing, but only 67 of them did voluntary stowing, and they too have not done stowing of the necessary and sanctioned quantity of sands. They have done stowing only about 70 per cent. of the sand sanctioned. I would like to know why they have not done the full quantity of sand to be stowed, and why also the remaining eighteen or nineteen companies have not complied with the directions of the Coal Board in this regard.

Then, there should also be some arrangement for research. I find from the report of the Coal Board that a magnificent amount of Rs. 10,000 has been spent on research. I think the Coal Board with its huge accumulating fund can pay more generously for research work. There is also another thing in connection with the Coal Board's fund, and that is, that some companies have been given loans for the purchase of stowing plants. I am not quite sure whether it is proper to give loans out of this fund for this purpose. This fund is collected from the consumers, to be spent year after year on certain projects. If loan is to be given, it should be given from a separate fund, and this fund should not be used for giving loans. This should be an exhausting fund, and not an accumulating fund. But I find that loans are being given, and these are to be repaid after five years or ten years. I find also that the rates of interest charged vary; it is 8½ per cent. in some cases, and 4½ per cent.

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in some other cases. Today, Shri T. N. Singh mentioned about some loans given to the steel companies. These loans to the private companies should be on a definite policy basis. And there should not be any back-door subsidy either to the collieries or to the steel companies. Anything given by way of a concessional rate of interest is a charge on the Consolidated Fund of India. That can be done only through this House and not by any department of Government. So any loan given to any company should bear a uniform rate of interest; that rate of interest should be at least on par with the rate of interest that Government have to pay on loans. There should not be any discrimination on this basis.

Lastly, I would beg of the Minister about the Indian Bureau of Mines not to transfer it. I think he will consider it not only twice but at least three or four times before he comes to a final decision to remove this office from Calcutta to Nagpur. It is not a question of a State losing it. Calcutta has got a number of offices.

Mr. Deputy-Speaker: I have rung the bell at least twice.

Shri A. C. Guha: I am finishing. It would mean hardship to at least 1,000 people; it would mean some unnecessary and avoidable expenditure on transport and on stores and on workshop in the shifting and also on the construction of residential quarters. So I hope Government will consider this matter before coming to a final decision.

Shri C. R. Pattabhi Ramam (Kumbakonam): I rise to support the Demands of the Ministry of Steel, Mines and Fuel. With regard to iron and steel, it is very heartening to listen to the Minister in charge. He gave us a rosy picture. I am sure that within one or two years—we have already crossed the hump—we will be able to produce enough steel to earn foreign exchange. I have no doubt

that the three plants, in Rourkela, Bhilai and Durgapur, in the public sector are doing very good work. In fact, some of the blast furnaces will go into full action in 1958-59. This is a very heartening feature.

Frequent references have been made to our support to the private sector companies, namely, the Tata Iron and Steel company and the Indian Iron and Steel company. Tatas have started a big scheme of modernisation and expansion and I have no doubt that their programme will be reflected in the country's industrial prosperity. I am glad we have given them some loan. I have no doubt Government have taken all precautions to see to it that they also benefit in course of time in all these big activities of the private sector. Tatas especially have been lucky to be able to get a foreign loan also. I wish them the best of luck.

So far as the south is concerned, I find that there is one aspect which has not been mentioned in the report, namely, the existence of chrome in Mysore. It is a very important component part in the manufacture of good steel. I am sure it will be exploited in course of time. Similarly, there are large iron ore deposits in the Salem area. I am aware that it is frequently pointed out that there is no coal juxtaposed to the iron ore deposits in Salem. I know it has that defect. But we need not be wholly dependent on coal. I have no doubt that in course of time the Salem deposits also will be exploited. I am sorry I have to be parochial in this. Even in the report, it is mentioned that Madras is one of those places which are deficits so far as re-rolling is concerned; it is not a surplus area but a deficit area. I have no doubt the Ministry will pay due attention to this aspect of the matter.

I will straightway jump, with your leave, to coal. We have a Coal Bearing Areas Act. I have no doubt, our output will increase. Shri

A. C. Guha and I were in a Committee dealing with minerals. I am aware of the work done so far as coal mining is concerned. With increase in the number of technical personnel, improvement in their performance and technical know-how, coal exploitation will be done better in the years to come.

With regard to lignite, we have got an integrated plan for the generation of electricity, production of nitrogenous fertilisers, briquetting and carbonisation in Neiveli. Very good work is being done. I am very happy to say that the Government of India are thanked morning, evening and night in that part of the world which is not very fertile, which is not very prosperous—I mean the south Arcot district in the south of India.

With regard to our mineral wealth, the Industrial Policy Resolution is quite definite. It has declared that the future development of mineral specified in schedule A of that Resolution shall be the exclusive responsibility of the State. It is but fit and proper that there should have been a clear-cut enunciation of policy. What was happening was that there was mad exploitation. Take the example of mica. We have wonderful varieties of mica in our country. But actually it has been mined in a very bad and unscientific way. The quality which was sent out did not conform to the sample originally sent. We are losing foreign markets on account of bad handling, bad marketing and bad mining. I have no doubt that the Act, with which I was somewhat connected at one stage, will go a long way in preventing malpractices so far as mining is concerned.

So far as the Geological Survey is concerned, we have a magnificent team of geological experts in our country. Everyday brilliant students are coming out of the geological institutes. We must make use of them. There must be no discrimination so far as these students are concerned. Take

the best wherever they come from, it does not matter from which part of the world. They are the people who are going to save us and help us not only in surveying but also in maintaining our mining activities.

I am very glad that reference was made to spas—mineral water springs. Though no reference has been made to it in the report, the fact remains that there are so many beautiful hot springs in the country. Very near Delhi there is one such spring. In Simla, there is a hot spring. These can be exploited. You are aware that a bottle of vichy or evian sells at very nearly the price of a bottle of beer or whisky. I am not fully conversant with all the details. But the fact remains that they have much value. Why not we purify these mineral waters and sell them. They give great relief; they are not only medicinal, but are also health-giving.

Talking about the Geological Survey, one of our geologists was sent to Brazil. The UNESCO people and the Government of Brazil wanted him for a longer time. He is in Andhra University and he has done very good work. Therefore, our geologists are respected all over the world. So it is but proper that they must be given proper status. I hope the Geological Service will become another All India Service. I am sure even now it has got the trappings of that service, but the regular status of an All India Service should be bestowed on it.

Then I come to oil and natural gas. I am glad frequent reference has been made to this aspect. But I find that my hon. friend, Shri Narayanankutty Menon's fears are not very well founded. I am very happy that there are people who frequently call the attention of Government to the possibility of exploitation by international cartels. It is proper that it should be so. But actually, what is the position. So far as oil is concerned, we have got two refineries, in

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Visakhapatnam and Trombay. They are doing their own work. But very soon we will have our own oil refinery using our own oil in Assam which will enable, if I may say so with respect, our energetic Minister, Shri K. D. Malaviya, to bargain on better terms with whichever company national or international.

As our Prime Minister has said, oil is a great boon but is also a curse. You have only to look at the countries in the Middle East. They are all playthings, pawns, in the chess-board being pushed about here and there. That will not be the case with us, because when dealing with a country like India or China, we cannot be just pushed about; this is not only because of our size and population, but also because of our international position today. Therefore, I have no doubt that with our own refinery in Assam, we will be in a better bargaining position.

But I am worried about one thing. I am not pleading anybody's cause. An impression may be created in the outside world that we are a set of foolish people who are allowing . . .

Shri B. S. Murthy: No, no. I object to that word 'foolish'.

Mr. Deputy-Speaker: The hon. Member does not speak of our own people; he says what other people outside may feel . . .

Shri C. R. Pattabhi Raman: He has not understood me . . .

Shri B. S. Murthy: I heard him and understood him as well.

Shri C. R. Pattabhi Raman: I repeat that nobody can pull wool over our eyes. It is not a compliment to our Ministers here who are doing excellent work in this connection to say that they will be fooleoed. We are not going to allow it; we won't permit it. But the fear remains that we may be fooled in matters like this. I hope

that will be acceptable to the hon. Member.

The real position is this. It is no doubt true that we are producing today only 5 per cent. of the oil, so far as the oil resources are concerned. I have got some figures; I am not original; they have already been referred to.

Shri Narayanan Kutty Menon: Pakistan is not producing any oil at all.

Sardar Swaran Singh: The Attock Oil Company is there; though it may be small, it is there.

Shri C. R. Pattabhi Raman: Three gallons per head is the consumption in India as against 500 gallons per head in highly industrialised countries and 70 gallons which is the world average. Just imagine how far we are lagging behind so far as oil is concerned. As I said, the Oil Companies may say, 'you are producing only 5 per cent. of the oil and we get the rest from other parts and so we are bound by whatever happens in the outside world, with regard to transport charges, shipping charges etc.' That is their case. It is also true that they have invested money. What is the position today? I find from the figures given that about Rs. 60 crores have been invested by the various Oil Companies in India. We may tell them as they have been told in other parts of the world, 'All right, leave it with us and get out.' But, I do not think India is in a mood to treat agreements in that way. Therefore, having that in mind, what are we going to do about that?

It is very essential that so far as the poor man is concerned, with regard to crude oil, diesel oil and kerosene, he should not be hit by high prices. The defence may be that when the other prices were rising, they did not raise these prices and so when the other prices are coming down we may have to wait for some time. Yes, we will wait. But the oil companies must

also realise that unless they are able to concede on the needs of the common man, it is going to be very difficult. Whatever figures they may be able to show, it requires some generosity on their part—not only generosity but also coaxing. And, we have got a very good—if I may say so—a very efficient Minister. I only wanted to correct the impression that may be created that we are being fooled. Certainly, we should not allow high prices. If in a country like India, exploitation is done by the oil companies, we must certainly prevent that; and I have no doubt that Government will take the necessary steps in proper time to prevent it. But, just now we must have an idea of the present situation. We are getting something not only by way of tax but also some money in freight from the companies. So far as the companies are concerned, if the figures are not given properly and if there is anything hanky panky about that, we will certainly come down on the oil companies with a big stick.

Shrimati Renu Chakravarty (Basirhat): Mr. Deputy-Speaker, Sir, this Ministry controls three of the most important and vital things which are absolutely essential for the growth of industries. Firstly, I shall deal with the question of steel.

Yesterday, the hon. Minister told us that we were proceeding in the public sector fairly well and that we should not be unnecessarily perturbed over the progress made. Whilst we are quite sure that the public sector has to become a success for this is a very essential commodity which is a precondition for industrialisation and for the development of the basic industries in our country, we have also to take note of certain indications which are giving us concern, especially with regard to the Rourkela project.

Rourkela was our first project. In spite of the explanations which are being given by the hon. Minister, certain things remain very difficult to

understand. Here is an organisation Krupp Demag which has undertaken this job. The idea of setting up this Indo-German combine was finalised in 1953. The first thing which one finds it difficult to understand is that till 1955 we did not get a project report. After getting the project report towards the beginning of 1955, we wanted to expand the capacity and so that had to be changed. Then, the final project report came to us at the end of 1955. But, we find that, in spite of that, the constant harping is that we have not been able to get civil engineers and contractors to undertake to do the job. It should be noted that in the Bhilai steel plant the work of all the zones have been given over for contractual work to various civil engineers in our country.

Then, we have a number of resident engineers in Rourkela. They are available and stationed there. And yet, what was said by Shri T. N. Singh in very polite language was that these German consultants—I should rather say resident engineers—were unable to give the day-to-day guidance which is necessary for the erection work which is being done by our own engineers. That is why, again and again, we find that everything has to be referred back to Germany. There are inordinate delays; and what is even more difficult to understand is that now we have to give the job to another German firm of consultants, for designing the various civil works which are being undertaken at Rourkela. We have already paid the consultants a fee of Rs. 21·84 millions increased to Rs. 28·53 millions and it has got to be further increased because we have to engage another German firm as consultants for designing the various civil works. It is very difficult to understand the position. We find that the estimates which were originally made have increased and they have come in for a lot of criticism over here. We are told that the estimates that were made were of a general nature and were not very detailed and specific; and, yet we had

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to pay for the estimates a sum of
Rs. 2·5 crores and we find that the in-
crease in the estimates is now 50 per
cent.

Now, we also find that the contract
for rolling mills has been given over
on a cost plus basis to a German firm.
We are told that we were unable to
get a single contractor to contract for
this or to tender for this with the
result that we have not only given
them on cost plus basis, overheads
and profits included, but we have also
not been able to ask from them any
deposit. So, we find that the entire
agreement has been altered. Not only
that; there has been no participation
of German capital; we have refused it.
At this late stage we have found out
that the amount which they were
going to invest was against the pur-
chases to be made in Germany and
that it worked out to borrowing at an
interest of 12 per cent. The Govern-
ment has acted very rightly in not
asking the German firm to give any
investment and taking over the capi-
tal all by themselves. But the thing
one wonders is how all this happened
and why so many defects have crept
in.

15 hrs.

A question has been raised by Shri
T. N. Singh regarding these auto-
nomous corporations, how far autonomy
should be exercised; the question as
to whether the Secretaries or the
administrative heads of departments
should be in the positions they occupy
in these autonomous corporations and
whether the same person should be the
Secretary and the Chairman at the
same time. All these matters
have been raised. While it is true
that we have accepted the position
that the corporations should be auto-
nomous in character, and while it is
also true that there should not be too
much departmentalisation, yet, at the
same time, there is one small point
which I would like to ask the House
to consider. We should not also go
to the other extreme which is being

put forward by various quarters.
They say that we should have more
and more people of the business
houses. That again is a dangerous
thing. We have seen how big busi-
ness has its finger in every pie and
what a powerful interest it has. In
the debate that took place on the
TELCO, we saw a very high official
going into that company and how he
was able to influence all the transac-
tions. So, while we do want people
with business experience, we do not
want anybody who has any influence
with the various big to monopolists and
big business concerns to come in by
the backdoor in the name of business
acumen and create a more or less little
private sector within these corpora-
tions.

The hon. Minister has said that the
work in Bhilai is progressing fairly
satisfactorily and that the civil engi-
neering works and other works of the
steel plant have more or less been
concluded and that the detailed work-
ing plans and drawings have been
received from various places. He also
has said that the blast furnace will
go up according to schedule and that
only the coke oven plant is a little
behind schedule. As I was reading
through the Bhilai project report, I
have felt that in a way the project
gives a great opportunity of develop-
ing our own engineers and gives them
experiences in the establishment of
similar steel plants in other parts of
the country. Many people say that
the package deal of the character
which we have entered into in respect
of Durgapur is a good thing. But
there is another side to it. It is true
that everything comes together. The
plants come; the designing comes, the
machinery comes. Almost everything
is a package deal and we do not have
to tender and go into all these diffi-
culties and try to give contracts to do
the various works. But in Bhilai we
have got certain things like the train-
ing school for refractory work at the
plant. 80 masons are being trained.
It is very good. We are short of
masons to do such work. This is a
beginning to train our own people.

The Soviet experts are not only designing but are supervising the erection of coke oven. This would be a good place to give training to our Indian engineers in the erection work. I was a little sorry to see that the training school which was supposed to have been set up at these plants have not yet been set up. But I am happy that the electrical installations are going to be done departmentally. While there is a case against departmentalisation, I feel that it does give good scope for us to train our own men to do these things. They not only go abroad to see things but they also are able to create something duplicating their experience.

Sardar Swaran Singh: What is the hon. lady Member saying? Did she suggest that our approach should generally be against handling the work departmentally?

Shrimati Renu Chakravarty: This is the impression I got by some speeches made that we should not have a departmentalisation of these things. But I feel from one point of view, it would be a good thing because we are against the contract system. It has its own evils. Instead of depending for training on the TISCO and IISCO, we should also be able to have our own training centres and be able to set up our own engineers who should learn the skill at the plant sites themselves.

Then there is the question of steel policy. I am very glad to a certain extent that the hon. Minister has given a reply to the controversy raised by Mr. Tata in the Press regarding this. He has replied as to what we shall do with the steel and whether we should invest further on capital goods by expanding the steel industry or whether we should go to fertilisers. Fertiliser has its importance. There is no doubt about it. But steel is the basic strategic material without which we can never build our industries. We should make up for the time lag and we have to pay for the mistakes of the First Plan when we did not

go in for even one steel plant. Actually the private sector was much earlier in the field. We have to pay the high cost. We know that when the steel plants go into production the price of steel may be un-economical at first but even then we have also to realise that we must go in for these plants. I would like to tell the private sector to realise as to how far the Government has actually helped the private sector by way of giving loans and so on. From the answers given here, we know that the Government had sanctioned two loans to Tatas. One is an interest-bearing loan of Rs. 7·9 crores. There is a special advance of Rs. 10·18 crores which does not carry any interest for one year. One does not know the maturity date or the rate of interest. It will have to be paid later. These details would be settled by the Tariff Commission and we have to go by the standards set by the Tariff Commission as we have to go on the question of retention prices. In this connection, I would not quote my own figures, but President of the Mining Federation Mr. Thapar, in order to make out a case for an increase in the coal price has said that in other industries like the steel industry, the price increase has been of the order of 108 per cent. I believe there have been various speeches in the House. If one were to make out the actual amount that has accrued by way of profits, between 1952 and today, it would come to anywhere near Rs. 70 crores or even more. Actually, the private sector has been given more than its due share by the Government. Therefore, it is not right for them to say: we are producing things by our own ability and we, the private sector, are much better than the public sector and so the public sector should not go into this strategic area of the industry.

There is another factor which has led to the increase in the steel output in Jamshedpur and Burnpur—the workers. While the prices have increased by 108 per cent. according to Mr. Thapar, there has hardly been any increase in the wages. The dear-

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ness allowance fixed has been very low in Jamshedpur which is supposed to have a very good labour policy. It is not more than Rs. 32 or so for unmarried people and Rs. 34 or so for married persons. In Burnpur the allowance is Rs. 27. It is something fantastic. It is nowhere so low in that area. If you compare it with the wages in the coal areas, the iron and steel workers, it will be seen, in this heart of the coal belt get much less in many respects than the coal miners after the award. The profits must not only go to the private sector. It must also be shared by the workers who play a very important part. For the revision of dearness allowances and to judge the wages and promotions and the other demands, a tribunal should be appointed.

An industry which has very close relationship with the production of steel is the iron ore industry. I join Shri Dwivedy who has said that these mines and manganese ore mines are sources of great wealth for the nation. If one goes to these areas—I have been to Keonjhar in Orissa and Singhbhum in Bihar—one feels that one is in the middle ages. Even a highly skilled labourer working in explosive works and blasting earns only 14 annas a day and he gets only 10 annas in contract labour. For other works, they get 9 annas and 7 annas respectively. In many of these mines they get only Rs. 3-6-0 and Rs. 2-10-0 per week. But we are told that one of the difficulties which were encountered in contracting with the Japanese firm was the price of iron ores. It is a fantastic position because if anywhere in the whole of India the wages are the lowest, it is in these areas. It really means that vast profits are made. Yet the prices they fetch are fairly good. As far as the iron ore goes, the prices are somewhere between Rs. 55 and Rs. 75. Yet the cost of production calculated on the basis of the actual wages paid to these workers would not be more than Rs. 5—Rs. 18. The cost of the high grade

manganese which fetches about Rs. 150 per ton could not be anything more than Rs. 20 or Rs. 25. Why cannot we touch this huge amount of profit?

Not only that. The workers in these mines are mostly adivasis. A majority of them are women. These workers work from morning till night and they hardly get a pittance. Yet, according to price fluctuation the owners close the manganese mines and start the iron ore mines, and when they find that manganese mines are more profitable they close the iron ore mines and go back to the manganese mines. Therefore, there should be a national policy regarding manganese and iron ore mines. That is why we want that the Government should really take up this entire question. The whole belt needs intervention and direct supervision by Government.

If one goes there, one will be able to see the conditions of labour there. One cannot understand it just by repeating those things here. Women work with their little babies tied to their backs. They carry heavy loads. They have hardly any shelter. There is no drinking water, which proves to be a tremendous difficulty. Female workers are made to work till midnight in contravention of all mining rules, and one is apt to imagine that there are no rules and no Government to implement those rules. That is the position of workers in these mines.

Therefore, I urge that there should be some sort of an enquiry committee set up to go into the entire question of iron ore and manganese ore. These are far away in the jungles, yet they are a very great source of wealth not only for our own steel industry but also in the way of foreign exchange.

Sir, I have many things to say about coal, but I will only touch upon the question of price of coal. Mr. Thapar, President of Mining Federation says in his speech:

"There is now such an egregious lag between the cost of production and price structure of coal that in the interest of maintaining its growth a revision of prices is urgently called for . . ."

Then he goes on to say:

"The profits of the industry have long since reached vanishing point . . ."

At the same time, they get angry when the public sector says that it is going to step in and increase the production. Profits have reached vanishing point but, as soon as the public sector goes in they say that they want to keep the private sector, they want to expand and it is not good of us not to allow them to expand.

The question of Award is also brought up here, and also the labour costs. At the same time, we forget that in these very coal mines the mine owners had to pay grain concession at Rs. 30 or Rs. 35. When the price was Rs. 30 or Rs. 35 they used to give grains at Rs. 13 a maund—the price at which it was subsidized. Yet, now with a little increase in the Coal Award, they have got an increment in prices not only once but twice. The Bhoothalingam Committee has been appointed now, and we have very grave fears that, possibly, Shri Bhoothalingam with all his softness for the private sector will again come forward with a demand that not only the price of other coals should be increased, but even the price of soft coke should be increased.

Sardar Swaran Singh: I think it is not justified that the hon. Member should indicate such a bias. With regard to senior officer we should be a little more considerate while we are making references to them on the floor of the House.

Shrimati Renu Chakravarty: I do not wish to say anything further. I only wish he will prove that we are wrong. We shall all be very happy

if there will be no further increase in the price structure.

With these words, Sir, I have to end by saying that this is a very very important Ministry, and I am sure the hon. Minister will try and see that a strategic hold will be kept on these three strategic industries, because without that our industrialisation, the industrialisation of our country can never go forward.

श्री गोतम (बालाधाट): उपाध्यक्ष महोदय, मिनिस्ट्री आफ़ स्टील, फूलूल एंड माइस को जो डिमांड्स हाउस के सामने हैं में उनका समर्थन करने के लिए यहाँ हुआ है। उस सम्बन्ध में मैं एक दो बातों की ओर और विशेष कर मेंगनीज और (ore) के सम्बन्ध में मंत्री महोदय और सदन का ध्यान दिलाना चाहता हूँ।

मेरे जिले बालाधाट में मेंगनीज का उत्पादन काफ़ी होता है और वहाँ पर सेंट्रल प्राविसेज मेंगनीज और कम्पनी है जहाँ से कि लाखों टन मेंगनीज का माल हर साल निकलता है और वह कम्पनी कई करोड़ रुपये का मुनाफ़ा कमाती है। दूसरे छोटे २ और भी माइनिंग घोनसं हैं और वहाँ पर कई लोगों ने प्राप्तिविटंग लाइसेंस और माइनिंग लोजेज के लिए दरखास्तें दी हैं। कई दरखास्तें गेसी पड़ी हुई हैं जिनको कि ४, ४ और ५, ५ साल हां गये लेकिन उनका अभी तक कोई फैसला नहीं हो पाया है। फैसला अगर हुआ भी होगा तो भी उन लोगों को उसके बारे में कुछ मालूम नहीं है।

कुछ ऐसा प्रतीत होता है कि सरकार चाहती है कि प्रिवेट सेक्टर में कुल ऐरिया ले ले या कुछ ऐरियाज ले ले परन्तु सरकार की नीति इस सम्बन्ध में कुछ स्पष्ट नहीं मालूम होती है। इस सम्बन्ध में मैं अपने जिले की बात बताऊँ कि बहुपर किसी को प्राप्तिविटंग लाइसेंस और माइनिंग

[धो: गीतम्]

लीजेज कुछ समय में मंजूर नहीं हुई और सरकार द्वारा वहां कोई जुएलाजिकल सर्वे भी नहीं हुआ है। बहुत से गांव वहां पर पब्लिक सैक्टर के लिए रिजर्व कर लिये हैं। बालाघाट ज़िले की वारासिती तहसील में करीब ८० गांव रिजर्व कर लिये हैं जिसका कि मतलब यह है कि इन ८० गांवों में प्राइवेट शोनसं को कोई ऐरिया नहीं दिया जायगा। प्रासपैकिंग नाइसेंज और मार्डिनिंग लीजेज में काम करने के लिए कोई ऐरिया नहीं दिया जा रहा है जिसकी बजह से सरकार को जो रकमें मिल सकती ने फँड नहीं मिलते हैं अगर मार्डिनिंग ऐरिया उनको मिलते तो सरकार को जमीन की कीमत मिलती और इस तरह से नीतियां यह हो रहा है कि डेंड रेंट, लैंड रेंट, सेल्स टैक्स, इनकमटैक्स और सुपरटैक्स इन सब का नुकसान होता है। राएल्टी का नुकसान होता है और रेलवे न्याट्स के रेंट का नुकसान होता है। जो माल बाहर जाता और जो रेलवे फेयर का सरकार को फायदा होता वह न होकर हजारों रुपये का नुकसान सरकार को हो रहा है। मार्डिनिंग लीजेज और प्रासपैकिंग लाइसेंज अगर दिये जाते तो आज जो बहुत सारा नुकसान हो रहा है वह बच जाता। मैं यह नहीं कहता कि पब्लिक सैक्टर में काम न किया जाय, ज़रूर किया जाय लेकिन मेरा कहना यह है कि जब तक पब्लिक सैक्टर चालू नहीं किया जाता है तब तक प्राइवेट सैक्टर को काम दिया जाय और उनसे जो कुछ आमदानी हो सकती है और जो कुछ पैसा हमको मिल सकता है उसका बराबर हम उपयोग करना चाहिए सरकार को उपयोग करना चाहिए और उनसे वह पैसा बसूल करना चाहिए।

अब जहां तक उनको पब्लिक सैक्टर में लेने की बात है तो जहां सरकार ने बड़ी बड़ी जनीवारियों मालगुजारियों ले लीं और राजाओं के राज्यों को खरप कर दिया वहां

सरकार यदि प्रासपैकिंग लाइसेंज और मार्डिनिंग लीजेज को अपने हाथ में लेना चाहे तो वह कभी भी ले सकती है और उसमें कोई कठिनाई होने वाली नहीं है। येरा तो कहना सिफ़र यही है कि सरकार को आज जो नुकसान हो रहा है उस नुकसान को टालने के लिए बराबर प्राइवेट सैक्टर को काम देवे और जब भी वहां पर पब्लिक सैक्टर चालू करना चाहे चालू कर दे और सब चीज़ सरकार अपने हाथ में ले ले और ऐसा करने के लिए उसके रास्ते में कोई कठिनाई नहीं है और वह जब चाहे इसको कर सकती है।

अभी हाल की सरकार की जो प्रासपैकिंग लाइसेंज और मार्डिनिंग लीजेज की नीति है वह कुछ ठीक नहीं मालूम देती है। मैंगनीज के एक्सपोर्ट करने की नीति भी कुछ ठीक नहीं मालूम देती है क्योंकि आंकड़ों को देखते से मालूम होता है कि सन् १९५३-५४ में यहां से १५ लाख ६८ हजार टन मैंगनीज का एक्सपोर्ट हुआ जब कि हम देखते हैं कि उसके तीन साल बाद सन् १९५६-५७ में केवल ८ लाख ७६ हजार टन मैंगनीज एक्सपोर्ट हुई यानी करीब करोब आधी या आधी से थोड़ा ज्यादा एक्सपोर्ट हुई। अब मैंगनीज का एक्सपोर्ट फौरेन एक्सचेंज(Foreign Exchange) की दृष्टि से हमारे लिए बहुत महत्व रखता है और उसका इस तरह से घट जाना कोई अच्छी बात नहीं है और यह हमारे लिए गम्भीर चिन्ता का विषय होना चाहिये। जहां तक उसके उत्पादन का सम्बन्ध है उत्पादन तो बढ़ रहा है। सन् १९५४ में १४ लाख १४ हजार टन मैंगनीज का उत्पादन हुआ जब कि सन् १९५६ में वह बढ़ कर १६ लाख ८७ हजार टन हो गया है। मज़दूरों की संख्या भी इसी तरह से काफ़ी बढ़ी है। सन् १९५४ में ८४००० मज़दूर थे जब कि सन् १९५६ में उनकी तात्पाद बढ़ कर १ लाख १० हजार तक पहुँच गये। मैंगनीज का उत्पादन बढ़ गया, मज़दूरों की

संक्षेप कह गयी। यह सब कुछ होते हुए भी हमारा मैग्नीज का एक्सपोर्ट बहुत बढ़ गया है और क्रीड़ क्रीड़ आवे पर आ पहुंचा है।

इसके लिए यह कहा जाता है कि स्टेट ट्रेडिंग कारपोरेशन (एस० टी० सी०) के नियंत्रण हो जाने से उसमें कुछ पहुंचा लगा है और उसके कारण यू० एस० ए० जो सब से ज्यादा मैग्नीज खरीदता था वह उतनी ज्यादा तादाद में नहीं लेता है। हर हालत में जो भी एक्सपोर्ट में कमी आने की वजह हो यह बात निश्चित है कि उसका बटना हमारे लिए हानिकारक है और हम अपनी नीति में परिवर्तन करें और जैसे भी हो हम उसका एक्सपोर्ट बढ़ायें और यह फ़ारेन एक्सचेंज की दृष्टि से भी बहुत महत्व रखता है।

अभी हाल में देखने में आया है कि लो प्रेड मैग्नीज, मीडियम प्रेड और हाई प्रेड मैग्नीज में लो प्रेड मैग्नीज की डिमांड क्रीड़ क्रीड़ नहीं की सी हो गई है। जहाँ पहले लो प्रेड १०० रुपये प्रति टन तक था वहाँ अब ५० या ६० रुपये तक हो गया है और उसके कारण लो प्रेड मैग्नीज का काम करने वाले बहुत से माइन ओनर्स काम नहीं करते क्योंकि लेबर चार्ज और दूसरे चार्ज बहुत ज्यादा हो जाते हैं। इसलिए लो प्रेड मैग्नीज का बाजार इस तरीके से तैयार किया जाय ताकि मार्किट में उसकी कीमत बढ़े और सरकार इस और ख्याल करे।

कहीं कहीं ऐसा स्पाल किया जाता है कि जो प्राइवेट ओनर्स हैं वे सिस्टमेटिक वर्क नहीं करते इसलिए यह काम उनको नहीं देना चाहिए। अब सिस्टमेटिक वर्क करने के लिए तो एक दम से इतने एक्सपर्ट आदमी तैयार होने वाले नहीं हैं जो कि बिल्कुल सिस्टमेटिक तरीके से वर्क करें और उनको ट्रेनिंग देने में समय लगेगा। आपके पास ऐसे एक्सपर्ट सभी बूझ देने के लिए ५,१० लाख का समय लगेगा और उस हालत में

नये प्राइवेटिंग लाइसेंस भीर माइनिंग लीजेंज देना बन्द रखना चाहिये इस नीति का सरकार अवश्यकन करेगी ऐसा दिलता है। इस लिये मैं आप से यह प्रार्थना करता हूँ कि जब तक हमारे पास एक्सपर्ट स नहीं होंगे और जब तक गवर्नरेंट ठीक और पूरी तौर से काम करने को तैयार नहीं हैं तब तक जो प्राइवेट सेक्टर हैं उनको माइनिंग लीजेंज या प्राइवेटिंग लाइसेंस दिये जायें। अगर एक्सपर्ट स आ जायेंगे और उस में अनसिस्टेंटिक वर्क होगा तो उनके द्वारा उनको सही करने का भी प्रस्ताव हो सकता है।

Mr. Deputy-Speaker: I must bring it to the notice of hon. Members that so far as the conduct of Members inside the House is concerned, rule 349 (iv) of the Rules of Procedure is mostly observed in its defiance. Rule 349 (iv) says:

"A Member shall not pass between the Chair and any Member who is speaking."

That is never observed. I would request hon. Members to take more care about it.—Ministers including.

श्री गौतम : बालाघाट जिले में मैग्नीज काफ़ी मात्रा में है, परन्तु बस्तर जिले में भी काफ़ी ज्यादा मात्रा में हो सकता है। किन्तु वहाँ रेलवे का सुभेता न होने के सबब से कोई भी प्राइवेट सेक्टर वहाँ काम नहीं करता। इसलिये यह ठीक होगा कि सरकार का ध्यान इस तरफ ज्यादा जाय और वहाँ प्रब्लम सेक्टर द्वारा काम किया जाय।

Shri Harish Chandra Mathur (Pali): Mr. Deputy-Speaker, Sir, I have no doubt whatsoever in my mind that this newly-born Ministry is under good care and also in good health. There is no reason why we need get scared if some teething trouble occurs occasionally. That is only natural. I think the hon. Minister did the correct thing in giving us a fairly good picture of the working of his Ministry at the very outset; we

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that there is no uninformed criticism in this House.

It is true that we are now engaged in a momentous enterprise particularly so far as the steel plants are concerned. We are absolutely new to this task. We have to depend for the most part upon the advice which we receive from foreign experts. But it is really very gratifying to note that in these collaborations the Ministry has taken the utmost care to see that the collaborations are to the best interests of the country and to the people.

Just now, even while criticising certain things—the lady Member who has just now spoken has opposed an agreement in certain respects—we must note with a sense of gratification that even in the agreement with the German firm the Government of India took particular care to accept only such parts of the agreement, in the course of the collaborations, as were in the best interest of the country. My only complaint is that the hon. Minister, who should of course pay proper attention to these steel plants, is, I think, too much engrossed with them, and he has not been able to pay the necessary attention to other very important sectors which demand his attention, if we are going to have a balanced development in this country.

I would like to draw his attention to the fact that instead of completely losing himself in the eastern zone where of course there is a concentration of coal and iron, he has to take note of the fact that these very commodities are available in various other parts of the country though there is the difficulty of transport. We have got to take note of this fact and simultaneously try to develop these basic materials in various parts of the country.

I will invite his attention to a very small matter which is being ignored. If you just analyse the matter, the reactions and the results flowing out

of that, you will find that if a little attention has been paid to a particular project on the other side, things would have been entirely different in that sector, by spending a very small and insignificant amount as compared to what is being spent in the eastern region. Of course, it is done very correctly; I do not object to that. I do not even object to Rs. 450 crores being spent there, but I do not see any reason why you cannot find Rs. 2 crores or Rs. 3 crores to be spent on the other side.

Every Member of this House who took a general interest and spoke about the mineral development of the country, even though he had a sketchy and scanty knowledge of the State of Rajasthan, could not but mention that State and categorise certain minerals which are of very great importance. In Rajasthan we had a project for lignite in the Palana Colliery near Bikaner. That has been examined by certain experts and those experts gave a clear-cut report that it could be worked to the advantage of that particular area and if they could resort to open-cast mining system, this will be very helpful. This report was sent to the Planning Commission. The Planning Commission, as usual, appointed a study team. That study team further went into the whole matter and submitted their report. The report of the study team was accepted by the Planning Commission and it was stated that:

"The need to develop the lignite deposits of Palana systematically was accepted and a rough provision of Rs. 2 crores was considered appropriate, this being found from the general allotment earmarked for coal production in the public sector during the second Plan. Rajasthan representatives said that their Government would be willing to participate in the project, if it was undertaken by the Central Government. It was felt that it may be necessary to have a detailed project report

prepared on the basis of present day cost. Decision on this could be taken after the report prepared by Shri Opie had been more thoroughly studied."

For two years the Rajasthan Government has been persistently and constantly writing to the Central Government, but no further step has been taken to examine this project and go ahead with it. It was supposed that it would be included in the Plan. Why I am mentioning this small matter here is that it should not have been difficult to include it, but see how this small project has stood in the way of the development of the entire region. If we had this coal available, there would be no difficulty in establishing a fertiliser factory there and you will be producing the cheapest fertilisers in the entire country. You are producing the bulk of gypsum there and in spite of the fact that we had to calculate on bringing this coal from about 700 or 800 miles, the cost of production of fertilisers worked out to almost the same figure as it is at present in Sindhri or anywhere else. But if we have this lignite available here, the thing would have been entirely different.

This assumes added importance in view of the fact that we are developing this particular part of the country in a big way through our irrigation projects. We have already dug canals and we are having water from the Bhakra-Nangal project. Only the day before yesterday, the foundation of one of the proudest projects of this country was laid by the hon. Home Minister there, namely, the Rajasthan Canal. With all this development, it is very necessary that if we are to proceed in a systematic manner and if it is to be an all-sided development and if we are to provide cheap fertiliser there, this project should have been certainly taken in hand. I believe about half a dozen letters have been sent, but no step forward has been taken.

Then I would like to refer to the project of exploration of oil in Jaisalmer. For the last two years, we have been asking question after question and to my very great surprise, the answers have been different from time to time. Sometimes the hon. Minister tells that it is a very hot place and it is not the time when our experts could go and work there. Sometimes some other excuse is being trotted out. But this exploration of oil which was taken up in this area at a much earlier stage has made very little progress so far. We are entitled to know what are the reasons. Have the Government discovered anything or have they changed their plans about it? We are entitled to know something about it.

Another thing I would like to mention is this. I hope the hon. Minister is quite aware of the fact that taking together all the States, they have divided the whole of India into four regions for mineral development. But if they take into consideration the entire region comprising Jammu and Kashmir, Uttar Pradesh, Delhi and Rajasthan, they will find that there is the heaviest concentration of minerals in Rajasthan alone. They are fully aware of it. Very recently I think they discovered that there is iron ore of very great clarity available in Rajasthan. If only this iron ore could be developed properly, it will not only serve as a very good exportable commodity, but we will be able to use it for the development of our industries. This is very significant so far as the development of the Kandla port is concerned. The prime need of the Kandla port is the development of the hinterland behind it. The development of this iron ore of highest clarity, manganese and so many other valuable minerals will go a very long way in enabling the Government to develop the Kandla port.

So, they have to take an integrated picture of the whole situation. It is not a question of developing a particular area or Rajasthan. You should

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take a over-all picture of the entire country and you will find that such development is in the best interests of the country.

I will not bore the House by enumerating the rich mineral reserves in this part of the State. I will mention just a few to enable the hon. Minister to pay specific and particular attention to these matters. I think they have got them already in their view, but we are not aware of any big progress which has been made so far. We have got copper in Rajasthan. This copper is almost the richest deposit in India. I think we are very much in need of copper, but we are proceeding in a very sluggish manner in regard to the development of this mineral. I have already mentioned. Lead, zinc and silver are there. Their reserves are estimated to be of the order of 10 million tons, but I am afraid very little has been done in this direction also.

Coming to manganese, the estimated reserves are of the order of 2 million tons, but very little has been done in this direction also. No systematic development of the area has been planned so far and it has got to be taken up. Tungsten is there. Because they are not taking proper action at the proper time, we have lost heavily on the little reserves which we had built. If this valuable mineral had been sold only a year and a half back, it would have brought a much better return. But today it is in a completely neglected state of affairs.

I would request the hon. Minister to have an integrated picture of the entire country, meet the requirements of this side and just let us have a sort of plan about the development of the mineral resources in Rajasthan with all these aims in view.

In the end, I would only mention one point about which certain references have been made: regarding the sort of management that we are going to have for these autonomous bodies.

Severe criticism was offered by certain hon. Members that particularly in these steel plants, we should not have the Secretary to be the Chairman. I think there is a lot of force in this criticism. When the Secretary of a particular Ministry happens to be the Chairman of the autonomous board, the autonomy is taken away very considerably. When we were discussing this matter with certain foreign experts as to how they are functioning, and what is the state-of affairs regarding the autonomous bodies in the U.K., it was made clear to us that there is not one single-institution where they have not only the same person working on the two jobs, but, there is hardly any autonomous body where they have government servants as chairmen. We concede that this is good and quite correct in principle. What is the position here? We have got to take into consideration the particular context, the particular background, the particular stage of development in which we are working. I think, by laying undue emphasis on this particular fact and over-drawing the picture, we may hustle the Government into taking certain wrong action.

Particularly, these steel plants are in such a stage that I think the collaboration of the Secretary is necessary. What does it matter if they are almost run departmentally? There is nothing very wrong about it. I think the collaboration of the Secretary is a very useful factor in the development of these steel plants. I do not think the Government need be hustled into taking any decision to the contrary. We have not yet developed the personnel. If we had a sort of Business management developed to a stage where we can lay hands upon certain persons, who are of unquestionable character, who can be put in charge of autonomous bodies, it would be exceedingly good. That is quite right. We must work in that direction. There is not the least doubt about it. If we do not take into account the present position and hand

over the public sector to the private sector by putting as chairmen some of these big industrialists, I think we will be doing a greater harm than we are likely to do by putting our I.C.S. officers. I do not like the I.C.S. officers to be put in charge of these bodies. But, they are far better than these capitalists who have not got that background and atmosphere, who have not got that feeling regarding the public sector. So, I say that the Government may take particular note of this.

The Minister of Mines and Oil (Shri K. D. Malaviya): Mr. Deputy-Speaker, I must thank the hon. Members of the House who have made very concrete and constructive suggestions so far as the working of our Ministry is concerned. I must confess that I have drawn some inspiration from certain aspects of the suggestions made by my friends on this side and that side and I will continue to give my thoughts, even after the speech that I make this afternoon before you, to the various implications of the suggestions made in this House.

My task has been very much minimised, and that is a source of solace to me, by the very intelligent assessment and evaluation of the situation in which we are working today so far as the mineral wealth of the country is concerned. I know it that the House sympathises with every aspect of the task that faces us, deficiencies in foreign exchange, technical personnel, our own incapacity to convince the Government to give us more money, to give us more attention to this Ministry which contains departments like Geological Survey of India, and the Indian Bureau of Mines, which are responsible for search, survey, assessment and proving of resources for the nation. If they have not got sufficient resources, the whole pattern of the development programme which is carried out by the various Ministries is bound to suffer.

Sometimes, I feel that we are functioning in a sense of frustration,

because, what we want, we do not get. Nevertheless, we have to bow down to the limitations under which we are working. I want to assure the House that within the limitations that we are functioning under, today, we are doing our utmost to speed up the discovery of wealth which can be exploited within the resources that are at the command of the nation. But, we will not lag behind in responding to the suggestions that are made at the regional level, because, we admit, we recognise that there is great force in the argument that regional development of mineral wealth must not be forgotten. This aspect should always be kept in view when the Government formulate their overall plans for mineral development.

Having said so much in a general way, I would like to deal with some of the points raised by my hon. friends here so far as specific suggestions are concerned. I will start from the last Speaker. My hon. friend Shri Harish Chandra Mathur has made some suggestions with regard to Rajasthan. All that I can say is that we are not moving in a sluggish way so far as search for copper deposits is concerned. The work of prospecting in Khetri mines is going ahead quite fast. We must prove enough reserves even though of low quality in order to satisfy the experts that its economy is well within working. Unless we are convinced that a copper milling plant can be run and fed by ore for at least 15 years, we should not advise our experts or the Government to go into this venture. We have been at this work for the last 12 or 14 months. We will not be able to give any positive picture before the Government before another six or eight months or perhaps 18 months because we have to go deep about 1000 feet and put in a large number of holes to prove the quality and quantity of our copper ores in Khetri mines.

With regard to other minerals like manganese and iron ore, the deposits are known. The unfortunate part with the manganese wealth is that the international market has very much

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gone down. Even though we switch our energies from the more important exporting minerals and give them to manganese, we will not find a market. Therefore, it is not advisable for us to spend more energy in manganese search, survey and prospecting than we are doing at present. All over the world, the demand for manganese is not what it was last year whatever it was last year, it was not what it was year before last. It is going down. There are factors which are responsible for it, one of the major factors being that the steel production in America has gone down by about 55 per cent. They being our best consumers and the highest consumers, naturally when their imports go down, our export trade is bound to suffer. We are very much alive to the problem of stepping up our manganese trade, and the Commerce and Industry Ministry is very much seized of this matter, and we hope that soon we may be able to do something by way of increasing the trade of manganese.

Before we get more hopes so far as increased trade is concerned, it will not be worth while to divert our drills and experts to the survey and detailed prospecting of this very useful mineral.

Coming to the point raised by Shri C. D. Gautam that prospecting licences and mining leases are not being granted to manganese prospectors or lessees, it is a fact that we are not encouraging the private sector to take more areas in manganese because, as you are aware, manganese falls under Schedule A of our minerals. Whatever manganese mines are already being worked by the private sector are there, but so far as big manganese areas are concerned, so far the policy of the Government is to work it themselves, or in some such way that the production and the export are controlled by the public sector. Now, because there is not much urgency just now of stepping up manganese mining, we do not take up this question, but so far as the small mines

are concerned, instructions have already been issued by the Central Government to the State Governments that if they do not wish to do it themselves, or if the Central Government are not doing it because they are small chunks of areas, they can very easily be let out to private parties if they want to carry out survey and prospecting. We would not object if prospecting licences for such small and isolated areas are given to private parties; whether they come under Schedule A or not.

Speaking generally, the Geological Survey of India is, as you know, one of the oldest and most efficient departments of our Government. It is now over a hundred years old, and its record of work during the past year has been a most creditable one despite the many difficulties that we had to face from the point of view of foreign exchange deficiency or technical personnel or other difficulties. Even then, it completed about 3,500 square miles of geological mapping in various parts of the country including Andhra, Assam, Bihar, Bombay, Madhya Pradesh, Madras, Orissa and West Bengal. Its engineering geology section carried out further full investigations with regard to the location, foundation, construction of dams, channels, projects etc., in Bhakra-Nagal, Rihand and Ram Ganga in U.P., Nagarjunasagar in Andhra, Koyna in Bombay and Banjhal in Jammu and Kashmir. Our activities have already spread in this way so far as the Geological Survey of India is concerned throughout the country. Whether it is the discovery of mineral wealth or the discovery of water, or the building up of a channel or the like, orders are placed on the Ministry to do the spadework. That is why we have sometimes felt a sensation of frustration that all the resources that should have been made available to us were actually not made available to us. We do hope that as time progresses this realisation will grow more and more amongst us, and that we will get all the resources that are required to step up the activities.

of the Geological Survey of India and the Indian Bureau of Mines.

Having in a general way dealt with the mineral development work, I would like to say something about the business of oil drilling. I would deal with the activities of the Oil and Natural Gas Commission which has in the last two years been carrying out oil exploration work on behalf of the Government. We started last year with 8 geological, four gravity-cum-magnetic, one seismic and one drilling party and our work spread in the entire northern portion of the country so far as the discovery of sedimentary basins are concerned and further seismic investigation was concerned.

We inspected about 13 gas seepages, 4,471 square miles of gravity-cum-magnetic surveys were conducted by us, and 239 line miles of seismic profiles were covered. The geological mapping of the Himalayan foothills resulted in outlining structures of Janauri and led to the discovery of oil seepages and location of source rock in Mandi which helped to give us a lot of information about the submountainous region and the immediate vicinity of the Himalayan region, because previous to that, as is known, very little was known about the oil geology of this region. So, this discovery of oil seepages in Mandi has added to our knowledge very much so far as oil exploration is concerned.

Two structures were further outlined in Hoshiarpur, and a few anomalous structures and a closed structure were indicated in the Cambay region.

Deep drilling at Jwalamukhi was started on 1st April, 1957 and turbo drilling was introduced in July, 1957. Since then drilling has been going on in Jwalamukhi. Unfortunately, there was a sort of major accident which occurred about three months back, in December or the last week of November, and we were rather depressed by this accident. After a little while, we were out of the wood, and perhaps it took about ten weeks

for us to clear the debris and restore the well. There was a time when we thought that perhaps we would have to abandon the well. That means wastage of about Rs. 40 lakhs which we have so far roughly spent on this drilling, in this hole, but luckily enough, the well was not abandoned, and the pipes have been cleared, and now we are, within a day or two, going to resume our drilling so far as this first hole is concerned. We have got some very interesting information from this hole. All that we can say is that we have got more evidence of oil in this region. Beyond that, I am afraid, just now we are not in a position to hold out any hopes of discovery of oil in this region. We may have to put in a number of more holes here in order to get further information, and as I said some time back, we shall be extremely lucky people if we get oil in this first hole at Jwalamukhi.

Next year there is a busy programme for oil exploration. We propose to take up drilling for more than 65,000 feet in Cambay, in Hoshiarpur, in Janauri and Sibsagar. Incidentally I may inform the House that in areas outside the concessions which are held by the present Oil (India) limited, we have been carrying out some investigation in the Sibsagar area and it seems that we have some interesting anomalies discovered which have to be followed by drilling. This drilling we propose to take up soon, and if possible, immediately after the monsoon ends this drilling might be taken up.

Shri Harish Chandra Mathur: In 1958-59 or 1959-60?

Shri K. D. Malaviya: I mean October, 1958.

Shri Harish Chandra Mathur: This year?

Shri K. D. Malaviya: Yes.

My hon. friend Shri Mathur reminded me just now of the remarks made regarding the Jaisalmer area. I am sorry I am unable to give him any rosy picture of the work that is being carried out in the Jaisalmer area.

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16 hrs.

The facts are somewhat like this. We started about two years back with our search for oil sedimentary basins in the Jaisalmer area. We mapped out some area, and after that we thought that we should pursue this search. But there were some difficulties experienced, as for instance, in connection with roads, shortage of water, power etc. Nevertheless, we carried out our search, and some seismic investigations also were undertaken. During this period, some aeromagnetic survey was also conducted. In the totality of circumstances, after the ground survey and the interpretation of the data obtained as a result of seismic investigation, we do not feel very much encouraged, and we do not, and we cannot, in fairness to the little resources that we have at our command give very high or top priority to the investigation for oil in this area. Now, it is a fact that sometimes, as I said, there is difficulty regarding communication, water, power and so on. But the overall consideration before us is that we are not yet convinced by the data that we interpret as a result of investigation that we can and we should give top priority to this area. Therefore, we have to wait and stand in a queue for some more time, so far as Jaisalmer Area is concerned. We have not given it up, and we do not say that we may not find oil there, because it is a tricky business, even after giving up an area, after some time we find that oil could be found there. So, we go on trying and trying for it. So, I do not suggest that Jaisalmer area has been given up. Nevertheless, the facts revealed so far do not encourage us so much as to divert our energy from areas which appear to us more hopeful just now. As to what happens after a few months, I cannot say. I also wish to state here that periodically we become very hopeful after getting some information from a specific area, and then we get depressed; and so, we pass on to some other area. In this way, we grope in the dark because we have to find something which is

perhaps two, three or four miles below the bowels of the earth.

Shri D. C. Sharma (Gurdaspur): The Minister has talked about Jaisalmer area, but nothing about the Hoshiarpur and Gurdaspur area.

Ch. Ranbir Singh (Rohtak): And the Mahendragarh area also.

Shri K. D. Malaviya: My hon. friend will have to wait a little. When I come to the Hoshiarpur area, he will not get depressed. So far as other areas are concerned, I was saying that we have a programme of drilling in Hoshiarpur and Janauri and Cambay and Sibsagar. We also propose to increase our geological and gravity-cum-magnetic party. The geological party will be increased from 8 to 15, and the gravity-cum-magnetic party will be increased from 4 to 8. And one seismic party which has been functioning so far has been multiplied by six seismic parties. From that, it would seem that we have stepped up our programme of oil exploration quite a lot. And we have increased the number of technicians in the country without sending too many of them outside, because we started some field work, this method of field-work-cum-training has proved very beneficial to our oil exploration division.

I must say in this connection that we do not experience any financial difficulty from either the Planning Commission or the Finance Ministry. So far as the oil exploration programme is concerned, I do not wish to say the same thing about other programmes. But so far as the oil exploration programme is concerned, we do not experience any difficulty for funds or any other thing. A remark was made by one hon. Member here that we were not able to spend whatever money we got. My hon. friend Shri Viswanatha Reddy made some very pertinent suggestions and remarks about the oil exploration programme. But some other hon. Member remarked that we were not able to spend the money that was

allotted in the first year. It is a fact that all the money that was allotted was not spent during that time. But that has not been due to the incapacity of the technicians and the staff to spend the money, because the ideal was not to spend and waste all that money, and the more important thing for us to do was to assess the technical possibility of doing our work at a particular area. We provided for certain funds and a certain number of technicians for pursuing work in a particular area, but after having gone a little further we found that it was no use pursuing the matter, and therefore, we withdrew or retracted. In this process of withdrawal, obviously some money that was to be spent in that part was not spent. In the totality of circumstances, and perhaps very purposefully, we did not spend the money because it was to be carried over for the next year. The next year's programme is much more hopeful for us, and we think that progressively, as we gain experience in the science and technology of oil exploration, the tempo of the work will increase, and we shall take greater and greater responsibility both for spending money and for getting technical experts from abroad.

I would now briefly refer to some other important matters which are very much in the minds of the Members of the House and also the people outside. The first is the question of the two refineries that are going to be set up under the public sector. As the House is aware, out of the two refineries that have to be set up, one will be of a little smaller size in Assam, somewhere near Gauhati, and the other somewhere near Barauni. The exact location of the site has not yet been decided upon, because we are still waiting for the detailed report from the consultants who have to advise us on various aspects which will lead us to locate the site finally. We hope that we might be able to locate the site in a few weeks' time or in a couple of months' time, and we shall try our best to do it very early.

The refinery at Gauhati will be processing near about a million tons of crude oil. That is our expectation. It might be anything from 0·75 million tons to 1 million tons. From this 0·75 million ton refinery, I do not know exactly what products will emerge. But roughly speaking, we are trying to make it a kerosene and diesel oil base refinery, because we require today in the country more kerosene and diesel oil than motor spirit and anything else. The House is already aware that we are surplus in motor spirit and we are exporting a part of the quantity of motor spirit and earning some foreign exchange thereby.

But the story of kerosene is somewhat different, and I would like to say exactly what our position is with regard to kerosene. No refinery can take to a cent per cent production of kerosene. The maximum production from a refinery will be more or less motor spirit. There are roughly three divisions of productions from a refinery viz. a higher distillate like aviation spirit, the middle distillate, and then the lower distillate. In the middle distillate, you get middle products like kerosene and diesel oil. In the highest one, you get aviation spirit, motor spirit and so on. You must produce a certain amount of motor spirit from one particular crude oil refinery. The Naharkatiya crude oil contains sufficient amount of wax, and it will be our effort to produce as much kerosene and diesel oil as we can economically. Even then, it cannot go up to beyond 20 or 22 per cent; I do not know the exact percentage; it might be 18 per cent.

Therefore, our rough estimates today are that this Gauhati refinery cannot give us more than 660,000 tons of kerosene. By treating about 30 lakhs tons of crude oil, we expect to get about 660,000 tons of kerosene. Even though we have two, three or four refineries in the next ten years time, the consumption of kerosene will go up very much, and we shall not be able to catch up so far as the fore-

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seeable future is concerned, with the kerosene consumption of the country. What is to be done then? We are importing some kerosene from abroad, and spending some Rs. 10 to 12 crores every year in the purchase of kerosene.

Now, we must try to avoid the expenditure of this money involved in the purchase of kerosene every year. One way of doing it is to produce our own kerosene. But by the time we produce about half a million tons of kerosene, the consumption goes up and we start consuming about a million tons. Therefore, this process of purchase of kerosene will have to continue if we are going to depend on kerosene. That is where many problems set in and our Ministry is presently engaged in seeing whether (a) some modification in our present fiscal policy is necessary in order to bring down the prices of such products as motor spirit which are produced in major quantities or (b) encouragement to the consumption of some other thing in the village side, which will ultimately lead to reduction in the consumption of kerosene, is necessary.

Our friends from abroad who are helping us either as partners or as consultants and advisers, know that our kerosene consumption is increasing. Our viewpoint, which I put for the consideration of the House also, is: why should we not reduce the consumption of kerosene? Here is a way by which we will get more than 300,000 tons of wax from the small refinery at Gauhati. Could we not convert this wax into candles and produce such lamps, which we are pursuing with the help of the Council of Scientific and Industrial Research, some cheap lamps which could utilise the candles in the village side in such a way that we could in part replace the use of kerosene lamps?

We are examining this question of reducing the consumption of kerosene

because our national economy demands today that we should reduce the financial involvement of foreign exchange so far as it lies in our power. Processing one million tons of crude oil will not do. Therefore, the other refinery comes in. We hope that by the end of 1961 or the middle of 1962, we should be ready with the processing of 3 million tons of crude oil in the two refineries, one at Gauhati and the other near about Barauni.

I now come to the question of the recent agreement entered into between the Government of India and the Assam Oil Company because it deals mainly with the exploration of areas where work was already going on with the production of crude oil. Before I pass on to this new oil company which we have formed in partnership with the Assam Oil Company, I would like to put before the House the broad financial involvement of the entire petroleum products that we are consuming in the country. We are spending about Rs. 50 crores on the import of crude oil. We are importing about 4 million tons of crude oil. I am speaking very roughly about these figures. This crude oil is being refined in two or three refineries on the west coast and the east coast of our country. We are spending another Rs. 30-40 crores in the purchase of kerosene oil, lubricants, aviation spirit and some high-speed diesel. Perhaps another Rs. 30-40 crores are drained away—I am not sure—because of the profits that accrue to the Assam Oil Company, Burmah-Shall, Stanvac and Caltax, and some purchases that they have to make incidental to the functioning of the refineries. Therefore, roughly speaking, we spend about Rs. 150 crores every year in foreign exchange so far as petroleum products are concerned.

By the end of the Second Plan, this might very well go up to Rs. 250 or Rs. 300 crores, depending upon the success of the plan and the way we speed up our schemes. By the time we enter upon the Third Plan, the foreign exchange involvement of

petroleum consumption of our country could very well go up to nearly Rs. 400 crores—even though we are talking very modestly about these figures. All this has got to be borne in mind when the House considers the activities of the Oil and Natural Gas Commission and other activities connected with refining, processing and transportation of crude oil.

There are two basic factors which have to be borne in mind. First, we must produce our own oil in the country. We must produce at least 7-8 million tons of crude oil by 1966 or 1967. If we do not produce 7-8 million tons, we will have to pay for it. Now presuming that there is oil in the country, we must spend money. My hon. friend, Shri Viswanatha Reddy, quoted some figures—Rs. 600 per ton for crude oil discovery. I am not sure that this figure of Rs. 600 is really the figure to which we should attach very great importance. It might be less; it might be more. Suppose we discover oil in some area like Cambay or Jwalamukhi. Then perhaps the cost would be very much low. But if we do not get oil, then it might go up a little higher. It may be Rs. 300, Rs. 400, Rs. 500, Rs. 600 or more, but on the average, I am told that in Europe today, the figure is about Rs. 800. On the American side, it is higher. Therefore, Rs. 600 is considered to be somewhat a reasonable estimate for the discovery of crude oil.

Now, it is not difficult to find this sum of Rs. 2000 to Rs. 3000 crores calculated by my hon. friend, if we just see how it comes. You have only to discover one medium-size oil field in the country; you will get money for oil exploration. As you go on discovering one oil field after three or four failures, you will get money which you can invest for further discovery of oil. What I mean to say is that this question of laying the greatest stress on oil exploration is very much before our Government. That is why we have covered a large area in the northern part of the country from Cambay to Assam in search of it, and we are resolutely

trying to locate a place where we might find oil. That will give us some initiative in this oil world, in this oil business, and we will be able to understand more of what is being done at the international level: what is this posted price, what is the crude-oil business, what is the relationship between crude oil and refined oil, what is the relation between refining and distribution and so on.

Therefore, the first point to be borne in mind is the discovery of some oil.

16.18 hrs.

[MR. SPEAKER in the Chair]

The second point which I would like hon. Members to bear in mind, and which we are trying to do, is to have refineries in the public sector. Government have already taken a decision to have refineries in the public sector. They are very serious in this business and they are convinced that unless refineries are set up in the public sector, we will not be able to know anything about the prices of petroleum products. It is the actual doing which will give us light. Although we know something theoretical and we consider ourselves moderately competent enough to negotiate for prices today, still the second point, which is very important for us, is to have refineries in the public sector. That is why there is a policy decision of Government to have these two refineries in the public sector.

We have recently entered into an agreement with the Oil India (Private) Limited. I am glad to report to the House that we are going on well, and we hope that we shall be able to stick to the policy which we are formulating just now, the idea being to bring the crude oil to our first refinery point somewhere in 1960 or by the middle of 1960, so that our refineries may be able to go on stream. Beyond that, the pipeline is to be extended to Barauni. That is also the understanding between us and the

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Burmah Oil Company, that they will do their best to bring the pipeline from Gauhati up to Barauni so that they may be able to feed the second refinery at Barauni to the extent of 2 or 2.5 million tons, whatever we might require. So, we are fairly satisfactorily going on in that respect and I have nothing more to report. As we progress, we will report to the House as to what we have done in this connection.

Then, I wish to come to the question of prices over which I feel somewhat perturbed. It is my unpleasant duty to report to the House that we are not proceeding as satisfactorily in the negotiations with the connected oil companies so far as the desire of Government to effect a satisfactory reduction in the petroleum prices is concerned. These negotiations started about a year back. There was no outward evidence of any recession or downward trend in the prices at that time. On the contrary, the post effect of the Suez crisis had taken up the price level to an extent that circumstances were put before us in favour of a further rise in petroleum prices. And, some increase in prices were conceded as a result of a certain formula which had bound us down in agreement between the Government and the refineries.

Now, there are certain facts of which I would like to remind the House again: that there is an agreement which binds the Government so far as the prices are concerned

Shrimati Renu Chakravarty: How long will it be?

Shri K. D. Malaviya: And, the agreement is not very much acceptable to us. We are not very happy under the changed circumstances to see to the operation of that agreement so far as prices are concerned, because there are so many factors involved in it on which we do not agree.

It is not my job here to function like a warring element and start quarrelling with my partners with whom I have agreed for a certain number of years for the functioning of the refinery. Nevertheless, I must confess to a deep sense of frustration and disappointment at the fact that we are not able to get any conclusive decision although we requested the parties to let us know about their proposals by today so that I may be able to report to this House. I have not been able to do it; and there I am. I cannot say more than that.

An Hon. Member: They won't do it.

Shri K. D. Malaviya: But the policy enunciated by the Prime Minister and by Government is crystal clear. We shall continue to pursue our efforts to reduce the prices of petroleum products because there is a very just case in favour of the reduction of prices. I entirely share the opinion of the House, whether it comes from the opposite side or from my side, that there is a very strong ground for an immediate reduction in the prices of petroleum products, whether it is motor spirit or kerosene. It will be my earnest effort to see to it that this is done; and if I cannot do it, I will report to the House that there is a sort of deadlock.

Shri Naushir Bharucha (East Khandesh): Why not take a firm stand on it?

Shri K. D. Malaviya: The firm stand is there and will be there and we shall not withdraw from that firm stand. But, I would not like to go further into it now.

Mr. Speaker: If the hon. Member is not able to do it single-handed, he has got his chief.

Shri K. D. Malaviya: I have got a whole army of hon. Members.

Parliament and I am not diffident. (Interruption.) I still think that very serious consideration is being given by my friends and soon some sort of decision will be arrived at. The facts are that prices have gone down and if it is not 15 per cent overall, it may be 6 per cent somewhere, 12 per cent somewhere and it may be 15 per cent also—it may be temporary, it may not be temporary; it may be semi-permanent—and there are so many implications in it. I would not like to go into the details as to why we are not enforcing a particular sort of demand just now. There are difficulties in it. All that I can say is that if I have to report disappointment, if I am not able to convince our friends—it will be our effort to convince them very soon—then, it is for me to decide what I have to do. It is not a routine sort of thing.

There are one or two more aspects which I would like hurriedly to.....

Shri Narayanankutty Menon: Regarding these prices, may I have a clarification? Last time the hon. Minister said that the Gulf parity prices have been taken away and the Persian Gulf prices are accepted. Do we get at least the advantage of the fall in posted prices?

Shri K. D. Malaviya: There we have been struck up. Just now the immediate posted prices are from the Gulf of Mexico. We were guided by the Persian Gulf price and when it was reduced it was shifted from the Gulf of Mexico to the Persian Gulf price; and we got the advantage. It is not those questions into which I would like my hon. friend to go just now.

The patent fact is that there is a depression in the price of petroleum products. Even before that there was a very strong case for the reduction in prices because of certain other circumstances round about Pakistan and Ceylon and other countries. There is no reason why our prices should soar

higher than what they ought to. Besides that, I would not like to commit myself. To link ourselves with the Mexico price or of any other place may not serve the purpose.

A point was referred to by my hon. friend Shri Viswantha Reddy about the consumption pattern as it is manifesting itself now and in the next years to come. I myself hope that our consumption of petroleum products is going to be increased at a very rapid rate. As the House might be aware, we are consuming about 60 million tons of coal and about 120 to 130 million tons of cowdung and wood and a very little quantity of electricity. If we switch over even gradually from this 120 million tons of cowdung and wood, our consumption will come up to 50 or 60 million tons in about 15 years' time. It is bound to happen as our economy improves and we are bound to shift from the cowdung age to the petroleum age or the atomic age. Therefore, in the next 15 or 20 years I will not be surprised if our petroleum consumption goes up to 50 or 60 million tons. That is the position which faces us and, therefore, we have to take a very urgent view of the whole situation.

Lastly, as we have these refineries, the products that we will get from them will have to be examined. The pricing and everything will have to be examined from the point of view of our consumption and other development schemes. In my personal view, the entire fiscal policy, taxation, excise duty etc. has got to be revised and modified with a view to satisfying the future needs whether we want high-speed diesel oil or whether we want motor spirit or we want to take to bunker oil; all that has got to be considered. The fiscal policy has got to be organically linked up with the consumption pattern that we wish to have and we have to be clear in our minds. From that point of view I am quite sure that there should be greater coordination between the various Ministries that are generating atomic energy, electricity or

[**Shri K. D. Malaviya**]

fuel. We should all co-ordinate our activities and have an overall picture as to how we are going to sell this energy and how we are going to derive our income through this in a way that no inhibiting factor comes in.

I have nothing more to say except that we hope that in the years to come we shall discover more oil and we shall be ready with the processing plant in both places in the next years to come.

Shri Narayananukutty Menon: May we know who is the foreign consultant who has been entrusted with the project report for the two refineries?

Shri K. D. Malaviya: This point was raised perhaps by somebody and he has said that the foreign consultant should not be a particular person who may mislead the Government. Presently our foreign consultants are, so far as the refineries are concerned, Foster Wheelers. I see no reason why such an apprehension is entertained. We know how best to deal with all the recommendations and we are there to judge.

Shri Bhanja Deo (Keonjhar): Mr. Speaker, Sir, just before I got up to speak, the hon. Minister has given us a vivid picture of what the Ministry has been doing during the last few years. I must congratulate the hon. Minister who was responsible primarily for the development of our mineral resources since Independence. This development is vital for the growth of our country at the present juncture when we are short of foreign exchange. Our mineral wealth has been a great foreign exchange earner and for a long time to come it will play a very vital role in the growth of our country.

I am happy that three steel mills are going into production shortly and that it will give us enough steel for our requirements. But I am doubtful whether the entire production will be consumed in the country. For that

reason, it is very necessary that we should find out foreign markets where our goods can be sold when we have these steel mills in full production. Our steel price structure has to be based on that. Even if we take the entire Government consumption into account, I doubt if we can consume the entire product. That is why we have to think about it very seriously from now.

Now, there is another important mineral which our Planning Commission has advised the Government to step up production of and that is coal. The target for the Second Plan is about 60 million tons. It is doubtful that at the rate at which we are proceeding, we would be able to achieve the target. It has also to be looked into. Besides are there enough wagons to carry coal when we achieve full production? What is being done to meet our wagon requirement? This is a very important factor that is linked up with it. There is a deficit of about 5 million tons of washable coal. It is required for the vital growth of our industries. How are we going to meet this deficiency? I hope the hon. Minister and the Ministry have considered this aspect of the question. Or, if it is necessary, they can set up a commission to go into this affair as to how we can meet the requirements of our washable coal and if necessary we have to put up washeries for the production of this type of coal.

It has been said in this House about the export of iron ore from Orissa and other parts of country that there is a specific kind of iron ore which is only found in Bellary-Hospet area. That is the type of ore used for the production of pig iron, the charcoal wrought pig iron. Before we export the iron ore from that area and deplete the particular kind of ore, we should find out its quantum available in the country and if it is sufficient to meet our future requirements.

Shri K. D. Malaviya: Is the hon. Member referring to any specific type of iron ore?

Shri Bhanja Deo: I am referring to the iron ore found in Bellary and Balidilah areas suitable for producing charcoal wrought pig iron.

Shri K. D. Malaviya: So far as I am aware, there is no particular variety of iron ore that is specially suited to pig iron. We shall make enquiries about it.

Shri Bhanja Deo: It is required for pig iron produced by charcoal process. That is why I specifically urge the Ministry may enquire into this aspect of the question. Of course, I am subject to correction. If the hon. Minister is satisfied that we have enough of this particular type of iron ore which can meet our future requirements of the production of pig iron, then it is all right. It is also vitally linked with the development of our steel industry.

As the hon. Minister told us there was a depression in the export of manganese ore. The demand for it has fallen in the United States of America. It is not only due to fall of production of steel in the U.S.A. It is also because there are other countries like South America, South Africa and the Soviet Russia who are producing manganese ore at a cheaper rate to compete with our export markets. The production cost in these countries is lower than that of ours and so the trade is gradually being diverted to these countries to the detriment of our country. It is therefore high time that we consider ways and means by which the cost of production of the manganese ore which was holding sway in the foreign market for years before this depression can be brought down and the export trade of manganese ore can find its normal place. For that we have to consider ways and means. Factors affecting the high cost are the shipping rates, high rates of duty which our Government is levying and so on.

It is not only the duty which is a detriment for the export of this ore but in some States—like the State

from where I come—there is a very high rate of cess, besides Royalty for which also there is competition between States which is not desirable. It is better that we have a uniform price level throughout the country so that there is healthy competition with foreign export market as far as our manganese ore is concerned.

Though the Ministry is doing very good work, I am sorry that the mineral belts from where these ores are being extracted are being neglected so far as the geological survey part is concerned. Shri Dwivedy mentioned that in Orissa there is no branch of the Geological Survey, due to which the entire wealth of the State is not being developed in a planned manner as it should be.

Besides the production of ore, if we set up alloy industries in those areas from where this raw material is coming, I am sure it will get us more foreign exchange than what we would get if we export only the raw material. If we have ferro alloys like ferro-manganese and ferro-chrome, I am sure we will be getting more foreign exchange. If the Government is unable to set up such factories and the private sector is coming forward with capital, without disturbing our foreign exchange programme, then it should be encouraged to set up these industries. The Tatas have set up a ferro-manganese plant in the area from where I come, and it will soon be going into production. But, if we have more such plants in that part of the country, I am sure we will be getting more foreign exchange for the country. We will also be having more industries in those areas. There is a great dearth of industries in those areas. If these plants are set up there, the electricity which we are going to produce from Hirakud and other river valley projects, which the Government contemplate to tap, will be fully utilised in this area.

The private sector in those areas is finding it difficult to get good geologists. There is a dearth of good geologists and mines managers. That

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is why the development of some of the mines is not according to the plan. Therefore, it is high time that we have institutes which would produce enough geologists or mine managers so that the mineral wealth of those areas is properly developed. I would specially ask the hon. Minister to sympathetically consider the case of Orissa, from where most of the mineral wealth is being extracted for locating such schools and colleges of the type that we have at Dhanbad. We must have a metallurgical Institute round about Rourkela or such other places from where mineral is extracted in Orissa so that the mineral wealth of the area is fully developed in the most scientific manner. I hope the Minister would consider this point.

Lastly, Sir, I would like to come back to the question of price structure of oil. Many hon. Members from this side as well as from the other side spoke about the price of petroleum, and the hon. Minister also very sympathetically said that it is high time that there is some reduction in the prices. We all welcome that. At the same time, as we profess our country to be a democratic one, things should be done in a democratic manner. If we welcome foreign capital for the growth of our country —be it from the east or the west—we should do things in a democratic manner and not rush things. I do not want to plead anybody's cause.

Shri K. D. Malaviya: What else is the hon. Member doing?

Shri Bhanja Deo: I am not trying to plead that the refinery people should gain. What I am saying is that.....

Shri K. D. Malaviya: We are not negotiating in any undemocratic manner.

Shri Bhanja Deo: I am not saying that the Government is doing anything undemocratic. What I say is, if the negotiations fail, then we should take steps so that they come to their

senses and realise that ours is a country which is not going to take things lying down.

Shri Braj Raj Singh (Firozabad): Don't you think that they are making very high profits?

Shri Bhanja Deo: I admit that they are making very high profits. But this Government also entered into those agreements with open mind. We entered into those agreements after we achieved independence. Therefore, if we have any sanctity for the agreements, we will have to carry them out in a democratic manner. If they do not see any reason, and negotiation fail then we will have to put pressure and make them realise that we are not going to take things lying down. I do not want to take up the cudgel for anybody, but we should see that our country grows up, and we get the much needed foreign capital which is a great necessity in our country at the present juncture.

Mr. Speaker: I will call Shri Shankaraiya first, and then Shri Bharucha.

Shri Naushir Bharucha: Tomorrow.

Mr. Speaker: Today. We will sit a few minutes more. Shri Bharucha must be heard.

An Hon. Member: Let him start.

Mr. Speaker: We have been able to satisfy every hon. Member who wanted to speak today. We have been able to call almost everyone except Shri Bharucha. We will call him also if the House will sit for a little more time.

Shri Shankaraiya (Mysore): Mr. Speaker, Sir, the development of our industries would greatly depend upon the production of coal and the manufacture of steel. So far as coal is concerned, many Members have already made observations and I do not wish to make any further observation except add, that the fact that the output of coal has been encour-

ing up till now. But so far as the balance of the Plan period is concerned, it is envisaged to produce nearly 22 million tons of coal more to reach a target of 80 million tons. Out of this, nearly 10 million tons is allotted to the private sector.

As regards this I have got my own fears. The way in which the private sector has been working has not been satisfactory. There is no doubt that the public sector has shown progress and the private sector has been lagging far behind. Apart from the observations that have been made by other hon. Members, I wish to bring it to the notice of the hon. Minister that there has been one drawback, particularly with regard to the private sector. Taking the instances of colliery disasters that have taken place up till now into consideration, steps have to be taken by the Government to see that proper safety measures are taken by the private sector.

I say this because these colliery disasters are more common in the private sector, and it is going to be an obstacle to the progress of the industry in the private sector, and in fact, the industry may not progress at all. That is why I want the Government to see that the industry in the private sector is worked more efficiently and with more mechanisation and more up-to-date methods. Besides the establishment of washeries, in the day-to-day working of the collieries, the workmen are to be given more and more safety measures so that they can work with zeal and with a sense of confidence. It is from this point of view that I am going to insist on the Government to see that confidence is infused in the mind of the workers and steps are taken to see that these disasters are prevented as far as possible. There is a Committee appointed to enquire into these matters, and the report is awaited, and perhaps the Government will take early steps in this direction. I do not want to say anything more about it.

Coming to steel, we have been making progress. I have heard with great and rapt attention the statement made by the hon. Minister. We are likely to gain, and in a further period of two years we will have produced enough steel and the country's needs will have been met to a very great extent. Besides the development of these three steel plants, a fourth one is also contemplated to be started with a larger outlook in mind, as to the future needs of the country in regard to steel. The fourth plant is likely to be put up in Bokaro as stated by the hon. Minister. I have no objection with regard to these things. But I wish to bring to the notice of the hon. Minister that in the South there has been a great demand for a steel industry being developed. There are good prospects. There are good, high grades of iron ore there: Not only a high percentage of iron ore is found there, nearly 85 per cent content good iron ore is obtainable, and exported. Besides, there is a special quality of ore which is found there, in large quantity and which is specially suited for the marine industry. We are going to have a second shipyard and so the special quality of ore which is found there could be developed, and made use off. It will be highly suitable for the Marine industry. If this industry is developed, it will save a good deal of foreign exchange. Not only our industries will be developed but the foreign exchange situation will be eased to a considerable extent.

I shall give three or more instances whereby we can save foreign exchange by developing our industries in the South. Not only can we save foreign exchange but we can also export some of these things and earn foreign exchange in turn. For the last several years, the Mysore Bhadravati iron works has been asking for Central Government help. Government help has been given to a certain extent and they have also accepted the principle of giving help, and schemes have been submitted to the

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extent of Rs. 5.5 crores. They have been accepted as projects fit for expansion. But unfortunately, for the years 1956-57, 1957-58 no amount has been given, in spite of the sanction. The matter is held up on account of a small point, whether the Mysore industries should be converted into a corporation, just as it has been done in the Centre, or it should be converted into a limited concern. Knowing the history of the Bhadravati industries, I may say that the Government have made a small beginning and against great odds they have developed it and have made great progress. Special varieties of steel are also produced, for example, ferro-manganese and ferro-silicon. They are anxious to put up a stainless steel plant and a ferro-chromite plant and other subsidiary industries also. But, over this small point which I mentioned, the progress has been halted for the past two years. Progress is held up. We had a talk with the hon. Minister. He is kind enough and he has understood the problem. He is very sincere in helping, but unfortunately on account of the lack of agreement between the Finance Ministry and this Ministry, the work has been held up.

The Mysore Bhadravati Iron Works has been run by the Mysore Government. It has been run very well, and now it has made good progress. Though it has been making profits, the profits are not taken to the State Government exchequer. They are flown back into the industry and invested there for its development. They have made special arrangements for making use of the profits in the betterment of the industry. In spite of all this, the help has been withheld. Further, as per the directions given by the Central Government itself, the management has been entrusted to a special Board, an independent Board, and the Government have nothing to do except the overall supervision. In spite of all this, the help has been withheld. The pro-

duction is taken to the All India Pool and the distribution is effected under the Central Government orders. I hope the hon. Minister, who is very sympathetic, will kindly consider the matter dispassionately and see that at least the necessary help is extended to it so that the progress is not held up.

As regards the subsidiary industries, the Bhadravati Iron Works has been carrying on, and it has been producing a special kinds of alloys, such as ferro-silicon and ferro-manganese. So far as ferro-silicon is concerned, a new plant has been ordered for expanding its production. They are shortly going to take it up and increase the production. As regards ferro-manganese, the factory has been producing a good quantity. In Mysore State and in the Bombay area they have been exporting this manganese ore in its raw form, and the rate per ton ranges from Rs. 100 to Rs. 150 depending upon the good quality of the ore or the inferior quality of the ore. Instead of exporting this manganese ore in its raw form, if it is processed and converted into ferro-manganese, it will not only increase the production but it will make us self-dependent with regard to this particular alloy. We can as well make an export of it. If the manganese ore is exported in its raw form it may fetch about Rs. 150 per ton but if it is exported after processing as ferro-manganese it will fetch Rs. 800 per ton. Thereby we will be increasing our industrial production and also giving employment besides earning valuable foreign exchange. So, I do not see any reason why the Government should withhold the progress of this particular industry.

So far as stainless steel is concerned, from very long time we have been pressing the demand for the necessary permit. We have got sufficient technical personnel. We have got sufficient material. We need not depend upon foreign countries and other experts to come and give us

any assistance. We have got all the personnel and material necessary and ready. The only thing is, the Central Government will have to give us the sanction. We have got all the facilities, and we can produce enough of stainless steel. As it is, we are losing a good deal of foreign exchange. So, it will cost the Central Government nothing, if they were to give us the necessary sanction. On the other hand, we could develop the industry. Particularly in the South, the development of this Iron & Steel industry and also the development of the subsidiary ferro-alloy industries will make South India self-sufficient in regard to steel. As regards the production of steel in northern India we have absolutely no objection. But if after production, steel has to be transported to South India to feed the small industries or to support the re-rolling industries or to feed other subsidiary industries, then, it will mean a heavy amount by way of transport charges and other overhead charges. Instead if steel is manufactured within the area itself, which can be produced at a small cost, and economic cost, South Indian Industries could be developed.

If the hon. Minister were to say that there is difficulty with regard to coal, I can answer him by stating that instead of coal we have got the plenty of electricity. Electricity is produced in the South at the cheapest cost and in plenty. We have got our Tungabhadra project and the Sharavati project. In the Sharavati project, nearly seven lakhs of kilowatts are to be produced, and in the Tungabhadra project, nearly two lakhs of kilowatts will be produced. In the western ghats we have many more schemes. If they are all implemented we can produce electricity to the extent of 34-lakh kilowatts. The other day, the Western Zonal Council, consisting of Bombay and Mysore States—had an areonautical survey of the western ghats. They have found out nearly 27 schemes where they can produce 34-lakh kilowatts of electricity. They have sent up a pro-

posal through the Mysore State Chief Minister and the Bombay Government. The proposal is that if these electricity schemes are developed, we can minimise the consumption of coal to the utmost minimum extent and see that the best steel is produced out of electricity. The different kinds of ferro-alloys like ferro-manganese, ferro-chromite, ferro-silicon and stainless steel can all be manufactured at the lowest possible cost. The industry could be developed, and particularly the South will have received encouragement.

17 hrs.

With regard to the development of minerals, I would request the Government to follow a policy of encouraging the expansion of the industries according to the particular region. Each region should be given an opportunity to excavate or make use of the minerals that are available there. I have already stated Bhadravati iron ore industry. Now we have taken up these very big steel projects, particularly the four steel projects in the north, including the one that we are going to start in Bokaro. They will all be requiring refractory materials from foreign countries. Now they are entirely dependent on foreign countries like Germany, Italy, Japan and China for these refractory materials. But in our own country, there are vast resources for developing this type of Industry. Many refractory minerals and materials are available in India. For example, round about Bhadravati, we have got chromite and magnesite and fireclay also. These materials are required for the construction of furnaces for many of the big industries. If this industry is taken up, it will not only be a subsidiary industry, but it will make us self-dependent and it will feed our big industries in the north also. It will save us a lot of foreign exchange and we need not be entirely dependent upon foreign countries we need not import these materials from abroad. So, I would request the Government to see that these industries are also being developed.

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We have got also large deposits of kayinite and sillimite. These minerals are useful for the manufacture of special types of refractory materials absolutely necessary for our big steel industries. I hope the Central Government will see to this and give proper assistance to help the Bhadravati works to be developed. If they were to find any loophole or defect, in the working they can as well take action; they have got the full powers, having given the loan and they can allow the present method of management to continue, instead of insisting upon a private company being formed or a corporation being formed, it will lead to all sorts of complications it will upset the whole development. I hope the Government will at least this year extend the help which in principle has already been accepted and allow the industry to proceed.

Shri Naushir Bharucha: I am not at all satisfied with the opening speech of the hon. Steel Minister who gave us an account of the steel works. We are told that the steel works are the pride of our Plan. But I am afraid if we examine the whole thing more deeply, it will mean a cause of grave concern to all of us, because I am inclined to think that particularly Rourkela plant is going to be for 1958-59 a matter of scandal. The facts are not clearly revealed to us.

In the first place, we are agreed that it should be our endeavour to promote the total output of steel. The target of 6 million tons is not a big target. Our present production is so small. The Tata Iron and Steel Works after half a century produce 22½ million tons of steel, a quantity produced by America in 10 weeks. What takes us half a century to produce, America produces in 10 weeks.

Therefore, we feel all the more that things are not proceeding in the way they should.

In the literature that has been supplied to us showing the progress of the Steel, Mines and Fuel Ministry, we have not been given basic facts. No mention is made about the number of blast furnaces and what capacity these will have. We do not know what method of steel manufacture will be adopted, whether it will be the Duplex process the Triplex method or the open hearth or L.D. process and so on. We do not know the number of blooming mills and what will be their capacity. We do not know what will be the number of coke-ovens in each case and what will be their capacity. I think all these facts should have been given to us, so that we could have judged exactly how the progress of the steel plants proceeds.

Shall I continue tomorrow, Sir?

Mr. Speaker: How long will the hon. Member take?

Shri Naushir Bharucha: I will require about 15 minutes.

Sardar Swaran Singh: We are tight with regard to time; let the hon. Member finish in 10 minutes, and I will reply tomorrow.

Shri Naushir Bharucha: I shall require 15 minutes.

Mr. Speaker: Very well; I will extend the time to the hon. Minister by 15 minutes. Let us meet afresh tomorrow. The House will stand adjourned till 11 a.m. tomorrow.

17.07 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday the 2nd April, 1958.

DAILY DIGEST

[Tuesday, 1st April, 1958]

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PAPERS LAID ON THE TABLE

7681

A copy of Notification No. G.S.R. 166, dated the 22nd March, 1958, making certain further amendment to the Indian Aircraft Rules, 1937, together with an Explanatory Notes, was laid on the Table under sub-section (3) of Section 5 of the Indian Aircraft Act, 1934.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

7682

Sardar Amar Singh Saigal called the attention of the Prime Minister to the reported attempt to blow up Jammu-Patankot Road.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru) made a statement in regard thereto.

DEMANDS FOR GRANTS 7682-7806

Further discussion on Demands for Grants in respect of the Ministry of Steel, Mines and Fuel. The discussion was not concluded.

AGENDA FOR WEDNESDAY, 2ND APRIL, 1958.

Further discussion on Demands for Grants in respect of the Ministries of Steel, Mines and Fuel and Food and Agriculture.